

VIA MARSEILLES]

# The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIX.—No. 708.]

London, Monday, Feb. 19, 1877.

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## Latest Advices.

Ports	OUTWARD.		HOMeward.	
	From London.	Arrived out.		
JAPAN—Yokohama	...	Nov. 10	Dec. 29	Jan. 2
Tedo	...	—	—	Dec. 27
Osaka and Itogo	...	—	—	—
Hiakodani	...	—	—	—
Fragasaki	...	—	—	—
CHINA—Peking	...	—	—	—
Tien-tsin	...	—	—	—
Chesoo	...	—	—	—
New-chwang	...	—	—	—
Hankow	...	—	—	—
Kiu-kiang	...	—	—	Jan. 1
Chin-kiang	...	—	—	—
Shanghai	...	—	—	—
Xingpn	...	—	—	—
Yochow	...	—	—	—
Fornossa	...	—	—	—
Amoy	...	—	—	—
Swatow	...	—	—	—
Hong Kong	...	—	—	—
Castor	...	—	—	—
Macao	...	—	—	—
PHILIPPINES—				
Manila	...	—	Dec. 20	—
COCHIN-CHINA				
Saigon	...	—	—	—
SIAM—Bangkok	...	—	—	—
BORNEO				
Labuan	...	—	—	—
Samrak	...	—	—	—
JAVA—Batavia	...	—	—	—
Samarang	...	—	—	—
Sourabaya	...	—	—	—
MALACCA STRAITS—				
Singapore	...	—	—	—
Penang	...	—	—	—
CAYMAN				
Galle	...	Dec. 29	Jan. 23	—
Colombo	...	—	—	—

## THE MAILS, &c.

The French mail, with the advices dated as above, was delivered, via Marseilles, on Thursday last, the 15th inst., being four days in advance of its due date. There are no later Japan advices via San Francisco. The next inward (P. and O.) mail from Yokohama 9th, Shanghai 12th, Hong Kong 15th, Singapore 25th Jan., is due, via Brindisi, on Monday next, the 26th inst.

## List of Passengers.

### PASSENGERS INWARD.

Per French steamer *Smid*, arrived at Marseilles, Feb. 13.—From Yokohama: Messrs. T. Rand and Vanier. From Shanghai: Mrs. Roberts and two daughters, Messrs. Tillet and Czernensky. From Hong Kong: Messrs. Weber, Meyer, Gaines, Sobo d'Avilla, Madme. d'Avilla and family, Messrs. P. Giquel and Macpherson. From Saigon: Messrs. Lemaire, Gagnet, Bangouse, and Delard. From Singapore: Mr. Cayetano O. Y. Collante, Mr. and Mrs. Decker and family. From Batavia: Messrs. J. Kuist, Telles, Oosthout, Madme. Oosthout and family, Mr. and Mrs. Witkers and family. Messrs. Ruyes and J. B. Juncas.

Per Pacific mail steamer *Alaska*, arrived at San Francisco, Jan. 20.—From China and Japan: Capt. and Mrs. C. C. Williams, Capt. J. H. Thordike, Mr. and Mrs. Van Hoornbergh, Mr. D. W. Jones, Lieut. L. C. Logan, U.S.N., Paymaster J. W. Jordan, U.S.N., Messrs. G. L. Montgomery, E. B. Bernard, Soke, Hass-gawa, Okada; and 13 European and 69 Chinese in the steerage.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Neapel*, from Southampton, Feb. 8.—To Yokohama: Mrs. Ellerton and family, Mr. Rohde, Captain Purvis, R.N. To Singapore: Dr. T. O. Donelan. To Colombo: Mr. Cochran, Mr. W. J. Martin.

Per P. and O. steamer *Pera*, from Venice, Feb. 16.—To Shanghai: Mr. R. Anderson. Per P. and O. steamer *Patna*, from Southampton, Feb. 22.—To Shanghai: Mr. A. Capel. To Hong Kong: Mr. and Mrs. Sedford. To Singapore: Mr. and Mrs. Hulbert. To Penang: Major C. E. Squire. To Galle: Mr. H. R. Trafford, Mr. G. Munro, Mr. A. Urquhart, Mr. F. D. Simpson, Mr. B. R. Jago, Mr. E. J. Miller.

Per P. and O. steamer *Ceylon*, from Venice, March 2.—To Hong Kong: Mr. J. Forster. To Singapore: Dr. and Mrs. Rowell.

Per P. and O. steamer *Ceylon*, from Brindisi, March 6.—To Penang: Mr. J. H. Brown, Mr. J. Tait.

Per P. and O. steamer *India*, from Southampton, March 8.—To Shanghai: Mrs. Lemerchand, Miss Robinson.

Per P. and O. steamer *Malice*, from Venice, March 9.—To Shanghai (via Bombay): Mr. J. Mackay.

Per P. and O. steamer *Albion*, from Southampton, March 23.—To Singapore: Mr. J. Leishman.

Per French steamer *Ironsand*, from Marseilles, Feb. 25.—To Shanghai: Mr. and Mrs. Beasley and two children, Mr. W. Huwitt, Mr. Gilman, Mr. J. M. Young. To Hong Kong: Mr. and Mrs. B. J. Morris, Mr. E. H. Blackwell, Hon. Cecil Smith and family, Mr. Otley, Mr. A. M. Gepp. To Batavia: Mr. and Mrs. F. B. de la Riviere, Mr. Jockes. To Singapore: Mr. R. P. Prat, Mr. Vitte, Mr. E. C. Woods. To Colombo: Mr. and Mrs. Hayes.

Per French steamer *Siau*, from Marseilles, March 11.—To Yokohama: Mr. De Geoffroy and suite, Mr. Wolff. To Shanghai: Mr. J. L. Scott, Mr. S. Marsh, Mr. and Mrs. Vaperoux, Mr. J. R. Bromley, Mr. M. P. Evans, Mr. J. Bradley, Mr. Hawes, Mr. F. S. Deacon, Mr. Ballance, Mr. B. J. Bonsfield, Mr. B. Nichol, Mr. F. E. Nichol, Mrs. J. Darren, Mr. E. Fisher. To Hong Kong: Mr. F. S. Scott, Mr. and Mrs. F. N. May, Mr. J. H. Pinckhoff, Mr. and Mrs. Siegfried, Mr. Carl Jantzen. To Batavia: Mr. J. M. C. Pates, Mr. Huet. To Colombo: Mr. E. Johnstone.

Per French steamer *Meikong*, from Marseilles, March 15.—To Shanghai: Mr. Brunat. To Batavia: Mr. W. Pells.

Per French steamer *Asie*, from Marseilles, April 8.—To Shanghai: Mr. and Mrs. Aratz. To Hong Kong: Mr. C. Sinclair. To Singapore: Mr. A. J. Gunn and family.

Per steamer *Glaucus* (Holt's line), from Liverpool, Feb. 15.—To Singapore: Mr. and Mrs. Irving, Miss O'Alimida. To Hong Kong: Mr. Brockelmann. To Shanghai: Mr. Green, Mr. Duth, Mr. and Mrs. O'Malley.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present French mail brings advices from this port to the 2nd January. The P. and O. mail from London, November 10, was received on the 29th December. The *Hochi Shinbun* publishes the following items concerning the agrarian riots in the Aichi and Mie-ken:

On the 20th December a number of excited farmers held meetings in the Mie-ken, and their example was followed by the farmers of the Aichi-ken. Most of them assembled at the town of Yokkaichi. On the following day they threatened to attack the Mitsui Bank in Nagoya, which, in consequence, had to be guarded by a number of the local officials. In Yokkaichi an official was killed by the insurgents, who cut all the telegraph wires which connect the eastern and south-western provinces with the town. According to a private telegram received from Nagoya on the 23rd the insurgents set Yokkaichi on fire, and an extensive portion of the town was burned down. But the branch offices of the Mitsui Bishi and Kaisokuwaish Companies and the telegraph office were fortunately protected from injury. Nearly the whole town of Tsu, Ise, was destroyed, including many public buildings, and a large number of noisy people assembled at Inuyama, Owari, and Imao, Mino. A telegram, which was despatched from the Aichi Kencho the same day, says about one hundred farmers of the Mie-ken attacked six district offices in various villages and burned them to the ground. A force of the garrison troops, as well as a number of police, was sent against them. Four of the principal leaders of the mob were arrested during the night of the 22nd December, and all the rest repaired towards the Gifu-ken to join their companions. Measures are now about to be taken for the suppression of the disturbances in the Aichi-ken.

All the farmers of the village of Toyohara, Isarago-koji, Mie-ken, held meetings on the night of the 18th Dec., beating drums in order to excite their courage. The farmers in twenty-four other villages followed their example immediately, in spite of prohibitions by the Kencho. Early on the morning of the 20th the insurgents, each of whom were armed with various kinds of weapons, attacked the local offices at Tsu. Half a battalion of infantry was sent against them from Nagoya. A steamship company's office in Kuwana was destroyed during the night of the 20th. At the request of the Governor of the Aichi-ken the towns of Miya and Saga were strictly guarded, each by half a battalion of troops. Half a battalion was sent to the Gifukken on the 21st. On the following day half a battalion of infantry

stationed at the branch barracks in Otsu, was ordered to start for the Mie-ken.

The *Japan Gazette* contains the following items of intelligence:—

On the 28th Dec. the Russian Minister attended at the Imperial palace of Akasaka, where he was presented by the Mikado with the decoration of the first class of the new Japanese Order of Merit. About one hour afterwards the English Minister, accompanied by Captain Buller of the *Monde* and two other officers, was received by His Majesty.

The *Choya Shimbun* says that the inhabitants of the province of Dowa are much excited; and that Mr. Sakai, ex-Daimio of that province, is said to have left Tokio a few days ago, with a certain Ishikawa, ex-retainer of Aidzu, without reporting his departure to the local government.

An Italian in the employ of the Shi-hei-rio of the Okurasho has sent one hundred yen to the police station as a subscription towards alleviating the distress of the families of the policemen who were burned to death in the recent terrible fire in Tokio.

Mr. Jones, of the Kangio-rio, and two Japanese officials of that section, namely, Oku and Wasegawa, have been ordered to proceed to Philadelphia to make large purchases of various articles necessary for pastoral purposes.

Owing to the capitalisation of the shizokus' income and the alteration in the land tax, much excitement prevails amongst the inhabitants of the Kochi-ken, where many of the local officials have resigned their posts.

On the 24th Dec. about 500 farmers of the Chibaken invaded the Government offices at Sawara, Shimosa, and compelled the officials to receive a petition they had prepared on the subject of the land-tax.

A silver mine has been discovered in the mountains of Asama, Settsu. Mr. Ito, Vice-Governor of the Hiogo-ken, is appointed superintendent.

#### NAGASAKI.

The *Rising Sun* supplies the subjoined items of intelligence from this port:—

Telegrams announce fires having broken out on the 29th Dec. in the villages of Okumatsu and Amakita. Thirty-seven houses were burnt.

On the 25th Dec., a resident of the concession, of a scientific turn of mind, examined with the microscope a small quantity of the red matter which has been observed lately floating about the harbour, and finds it is formed from millions of minute globules of a perfectly colourless matter many of which appear to have life. He has not yet been able, however, to decide as to which branch of the finny tribe they belong, but we anticipate the solving of the riddle before our next issue.

On the 26th Dec. an accident happened to Mr. A. E. Olarovsky, the Russian Consul, which might have proved very serious, but for the skilful horsemanship of that gentleman. It appears when out riding, his pony, a spirited animal, took fright at the antics of some jinrikisha men, who were idling about near the premises of Messrs. Holme, Ringer, and Co., and rearing up lost its balance, falling on Mr. Olarovsky, severely injuring his side and right wrist. We are happy to say that he is progressing favourably under the skilful medical attendance of Dr. Painter.

During a gale on the night of the 26th Dec. most of the vessels in the harbour dragged their anchors, the *Thiolda* having having got unpleasantly convenient to the mud in shore rendering it necessary to get up steam in order to get out of the difficulty. It appears that the anchors supplied to the gunboats are much too light, but we believe that it is intended to supply them with others as soon as they can be got out from home. The *Mary Frasier* was at the time lying at the mouth of the ship, and was blown over on to the north side, nearly disposing of the little schooner which had been lying there the last few months fitting out, but beyond some trifling damage to her upper works the small craft did not sustain any injury.

#### CHINA.

##### PEKING.

The *Peking Gazette* of the 27th November contains a series of memorials relating to the despatch of a tribute-bearing mission from Amoy to Peking. The Governor of Kwangsi reports the passage of the Mission across the frontier, and indulges in the usual platitudes. A translation is also given of the memorial from the King, announcing the despatch of the Mission, and which is concluded in terms but a trifle less adulatory than the similar one from the King of Burmah, which was published last year.

The correspondent of the *North China Daily Herald* writes:—

The present Taotai at Hankow is promoted to be Judicial Commissioner at Foochow. General Kim Shun is named Military Governor of the Ili region (i.e., the whole of Sungaria and Chinese Turkestan), vice Ying-ts'ien, who is recalled to Peking, and Ying Han, the late Governor-General of the Two Kwang, who was removed and degraded last year in consequence of the gambling licenses' scandal, is appointed to succeed Kim Shun as Lieutenant-General of Urumtsi.

The weather here is bright and cold, but not unseasonably so. The city and adjacent districts are largely placarded with the Yunnan proclamation. Accounts of sad distress among the districts affected by the late deficient harvest continue to be received; but up to the present time there has been no news of disturbances in consequence of this state of affairs.

#### TIENTSIN.

The correspondent of the *North China Daily News* writes as follows:—

The river closed opposite the settlement on the night of the 10th December, and on the 11th the Chinese were crossing the ice on their sledges. The Viceroy left for the provincial capital on the 12th, escorted for the first few miles of his journey by the U.S. Vice-Consul, as well as by Chinese officials and retainers. The last two or three days have been very cold.

Collections for the poor and suffering Chinese are being made here, among foreigners, and this is well. While, however, there is, and will be, a great deal of suffering, I do not think our famine will compare with those of India and Turkey, often reported, where men perished by hundreds, if not by thousands, almost daily. There will be much suffering, and doubtless many deaths in the aggregate, but from the most careful inquiry I can make, I am satisfied that the great majority will sustain life. In view of money already received by some of the missionaries at Tientsin in aid of sufferers in consequence of the famine, and of other contributions offered, or which may be given for the same purpose, a meeting of the resident missionaries has been held, to take into consideration the best method of using whatever funds may be placed at their disposal. Two of the missionaries from Peking, Messrs. Muoh and Owen, were also present, and brought \$2670, contributed by the foreign residents of Peking to aid the sufferers. After listening to statements setting forth the destitution and suffering in certain districts, especially in Lanling and Shantung, and discussing ways and methods, a committee, consisting of one member of each of the missionary societies represented at Tientsin, was appointed to receive and distribute the fund. The committee is composed of the following gentlemen:—Revs. C. A. Stanley, W. N. Hall, J. Lees, and J. H. Pyke.

Yun Ching Liang, who was appointed to the general management of the soup kitchens at Tientsin, has been found guilty of putting large quantities of alum into the soup, whereby quite a number of persons are said to have died. He is now in prison awaiting his sentence and punishment. This man figured prominently in connection with the demonstrations last summer, when Governor Li was about to go to Chefoo; he was also among the leaders at the time of the Tientsin Massacre.

#### HANKOW.

A correspondent of the *Celestial Empire* writes, under date 27th Dec., as follows:—

Another fire occurred in Hankow on the 21st Dec. It began at seven o'clock, and continued about an hour and a-half, when the flames were subdued. Owing to the fact that there was no wind at the time the fire was mastered quite easily, but at one time it gave promise of being a good blaze.

We are having delightful weather, and as Hare and Paper Hunts are the order of the day, the participants could not have a more suitable season for this most exhilarating sport.

Christmas was passed in this out-of-the-way port in a quiet manner. With the exception of a dinner-party, or the gathering of a few friends around the breakfast-table, nothing out of the ordinary took place.

#### SHANGHAI.

The present mail brings advices from this port to the 5th January; the French mail from London Nov. 17 was received on the 3rd January. The *North China Herald* contains the following summary of news:—

The past week has again been devoted chiefly to holiday making, and we have very little but amusements to record. Many people are away on shooting expeditions, and those who remain have been intent on paper and drag hunting, theatricals, and New Year festivities of the usual substantial kind. The children at the Eurasian School were given an excellent dinner, and a well laden Christmas tree, by some friends of the Institution, on the 29th Dec.; and several ladies and gentlemen who visited the school were most favourably impressed with the progress of the children. The Club Concordia Amateurs gave a theatrical and musical performance on the 30th Dec.

A special service for children was held at the Cathedral on the 28th Dec. About forty little people collected and seemed to enjoy the service, which consisted of appropriate lessons, the history of the call of Samuel, and the gospel from the baptismal service, and three favourite hymns. The Dean preached from the eightieth verse of the first chapter of Luke.

A Paper Hunt was had on the 29th Dec., the start being near Trefancha, and the finish near Mr. Schmidt's house, on the Bubbling-Well-road. An extra hunt took place on New-Year's-day,

when the start was at the Rifle Butts, and the finish near the Stone Bridge. Drag Hunts also were had on the 30th and 31st.

On the 29th December, at the Mixed Court, the case of assault by throwing stones, &c., preferred by Mr. Love against some inhabitants of the village of Chang-kia-pang, on the Pootung shore, again came on for hearing. It had been adjourned for the production of the real offenders, none of whom were forthcoming at the previous hearing. The teapo now produced seven boys, ranging from seven to eleven years of age, and from a statement elicited by the magistrate from one of the eldest, the charge of throwing was clearly proved against them. Mr. Davenport caused the magistrate to be informed that it was not vengeance that was sought, but simply protection from such offences. The three eldest boys were sentenced to receive ten strokes each on the hand, which were then inflicted. They were also, with the lesser ones, warned that if they threw stones at foreigners again they would be imprisoned. The teapo, who had not only told falsehoods regarding the matter to the Chehsien, but had also signed a false bond relating thereto in that official's office, was sent into the city to be dealt with by him.

The adjourned hearing of the case arising out of the late disturbances on the Woosung Railroad has also taken place at the Mixed Court. In addition to the three primarily accused, who have remained in prison ever since, four others, the teapoos of three districts, and the man who was alleged to have originated the squeezing of the \$21 from the native workmen employed on the line, were produced. The Taotai had deputed Ch'ai, the Chehsien's assistant, to act for him, and he took his seat on the Bench, and appeared to direct the whole hearing. He spent much time in a useless endeavour to induce Chu Fêng-fêng, the ringleader of the mob, to confess all he knew; and after reading over the evidence previously given, and hearing Mr. Eddowes, the station-master at the Bar and Creek Stations, and the Ningpo man who was carried off, give their reasons for identifying four of the accused (the teapoos being merely held responsible for the disorder in their districts), the Court adjourned for consultation. The result was that Fêng-fêng was sentenced to two months' imprisonment, and his two chief associates to one month each; the three teapoos and the man charged with squeezing, being cautioned and bound over to keep the peace in future. Mr. Davenport said the reason why short terms of imprisonment were inflicted was because it was believed that none of the accused intended injury to life, and that they merely put the obstructions on the line to stop the work. For such an offence the Chinese law provided the infliction of eighty blows, but it was thought that the infliction of short terms of imprisonment would have a stronger deterrent effect.

The *Shunpao* contains rather an amusing account of steps that are being taken to bring an outlying island of the Chusan Archipelago within the pale of civilisation. This island, called Tseaoushan, or some like name, has apparently been a *terra incognita* to the mandarins, whose knowledge of the coast was probably very limited before the advent of steamers. Happening, however, lately to become aware of its existence, the Chusan officials one day caused it to be explored, and finding a considerable area of ploughed land, concluded that it ought to be taxed. They accordingly memorialised Peking to that effect, representing no doubt the anxiety of the inhabitants to be brought more directly under the paternal rule. The Imperial assent was of course given; but the islanders themselves demurred. They had got on so long by themselves that they could probably continue to do so. Their elders settled their disputes to their satisfaction, and what for were they to pay taxes? However, they were willing to agree on two conditions; one that they should have a resident mandarin, the other that some watercourses should be deepened at the Government expense. If they had to pay, they would have a *quid pro quo*. It had been proposed, apparently, only to send an officer occasionally to collect taxes, but if they were to be taxed, they would have a mandarin all to themselves. We have not yet learned whether the Government have accepted these conditions; but the incident as it stands is rather a curious one.

A fire broke out about half-past nine o'clock on the night of the 1st January, in the block of Chinese houses through which run the passages Yang-king-pang and Rue du Consulat, and for some time threatened to assume serious dimensions. The alarm was speedily passed to the different police-stations, and very quickly after the summons was heard from the fire-bells the fire brigades and hook and ladder companies were hastening to the scene of the disaster. The French steam-power engines, with the manual belong to the French Gas Company, were, of course, first on the spot, and got ready to work as soon as water could be obtained; but it was not long before those from the English Settlement and Hongkew also put in an appearance. Before any of the engines, however, commenced playing the flames had got firm hold, and owing to the narrowness of the passage, and the houses being built of wood, both sides were blazing fiercely. Fortunately the wind, which, up to about the time of the outbreak had been blowing half-a-gale, suddenly dropped almost calm, but the flames nevertheless travelled with great rapidity through the entire block in which the fire began, when its progress either way was stopped by brick party walls. Owing to the long absence of rain, every-

thing was very dry, and the copious streams of water poured upon the flames seemed for more than an hour to have no perceptible effect in checking their advance, and attention was therefore given to preserving the surrounding buildings, from which the occupants had from the commencement been busily engaged in removing their furniture and other property.

Throughout this winter, up to New Year's-day, we had experienced little or no cold weather; but on January 1st a decided change set in, with a strong N.W. gale, and at night the thermometer fell to 23.5°, afloat. Signs of severe weather were apparent in the first week of November, and a thin coating of ice appeared as early as the 7th of that month—a most unusual occurrence; but save on that day the glass never once fell below freezing point. Since then, up to the 31st December, the mercury indicated freezing point but four times, and the lowest fall was to 31° Fahrenheit. As an example of the past ten years, we give the lowest range for the month of December:—1867, 29°; '68, 19°; '69, 33°; '70, 22°; '71, 19°; '72, 27°; '73, 32°; '74, 23°; '75, 13°. Hitherto, we generally have had snow towards the end of December, but this year we have had none; and, altogether, we think we may say this has been one of the mildest seasons ever experienced by the oldest resident in Shanghai.

The migration of destitute persons from the north into these districts still continues. The arrivals in Shanghai seem to be increasing, no fewer than 180 of both sexes having been counted entering this settlement on the 28th December, whilst lesser numbers are met with daily. In spite of the efforts of the police to hurry these unfortunates to the native dépôt at the South-gate, where they seem sure of some amount of food and shelter, numbers lag behind; and parties of men and women are to be seen begging at the Chinese shops, or congregating in clusters round the doors of well-known charitable Chinese, soliciting relief.

While a number of natives were engaged removing a boiler, at the foundry of Messrs. Boyd and Co., at Pootung, the tackle by which it was suspended gave way. Three of the men were seriously injured, and were removed to the hospital on the French Bund. One of the three died shortly after his admission to the institution, and the life of one of the others is impaired of, he having sustained a dangerous fracture of the skull. The third man was injured on the back, and is expected to recover.

The *Lapwing* is likely to be repaired in Shanghai by Messrs. Boyd and Co. It is said that an examination of her hull shows her to be of magnificent workmanship throughout to have withstood the strain she has done without serious injury. She is of course very much damaged about the keel, showing what a severe hammering she has resisted, but the upper part of her hull is not strained or injured.

Eleven gentlemen have been nominated to serve as Municipal Councillors for the ensuing year, so that there will be a contested election, which is always a good thing, as it evokes more interest in municipal matters. We observe from the municipal minutes, that the project of diverting the road between "The Hotel" and Alpha Farm, to the back of the intervening houses, is again under consideration.

A Chefoo correspondent says the question of the gold-fields of Shantung, especially in the neighbourhood of Chefoo, is again attracting attention, owing to a native digger having quite recently found a nugget of gold weighing nine catties and a half, at Chi-hia. A few more finds of this sort would go a long way to prove that the auriferous character of the soil of Shantung is really what has been contended for by the progressist element in China and that if liberty were allowed to dig for gold, abundant riches would flow in to gladden the hearts of the famine-stricken population of the north of China.

A correspondent recently returned from the country informs us that in Fu-yang, a district city on the Dzien-ding river, some tens of miles above Hangchow, he saw a copy of the Yunnan proclamation; it was put up on the wall outside of the yamen. He was told that there were others up in the city and neighbourhood, but saw only the one.

The *Hiroshima Maru* experienced rough weather on the 27th Dec., the day after leaving Nagasaki, and had to slacken speed, which was the cause of her late arrival. A portion of her bulwarks was somewhat damaged, and a ladder and some small deck articles were swept away.

During the last fortnight the water at Hankow and Kiukiang has fallen rapidly, and only steamers drawing less than ten feet can proceed higher than Olyphant Island.

We hear that the chief prize, \$60,000, in the December draw of the Manila lottery, has fallen to a resident at Kiukiang.

Messrs. Bisset and Co. report as follows upon the Share Market:—

H. and S. Bank.—Since our last report sales are reported at 22 per cent, ex. 73, and 23 per cent, ex. 73. There are inquiries for shares. S.S.N. Co.—The market has been much excited since the issue of our last report. A large number of shares have changed hands at rapidly advancing rates, on the 29th Dec., 70; 39th, 70 and 71; 3rd Jan., 72½ to 75; and 4th, 76 to 82. There are now buyers at this latter rate, with no shares offering. Yangtze Insurance Association.—Sales are reported at Tls. 620 and 625. China Fire Insurance shares have been placed at 165, ex. 71; more are wanted. An Imperial Chinese Government Loan Bond was sold at £104 cum December interest.

The *Celestial Empire* supplies the following items of intelligence:—

We have important intelligence from Peking. Señor d'España, the Spanish Minister, has broken off diplomatic relations with the Chinese Government, and left the capital, and the frigate *Carmen*, whose impending visit we have already announced, is to be accompanied by the entire fleet from the Sulu Archipelago, consisting, we believe, of fourteen men-of-war. The cause of the rupture is understood to be the unsettled claims of the Spanish Government respecting the case of the *Soriana*, which was wrecked, we believe, in 1864 upon the Formosan coast; but it is whispered that the Cuban difficulty is at the bottom of the affair. There is another rumour, for the authenticity of which we do not vouch, that M. de Prat has left the Government service. We also hear that the Russians have succeeded in opening the navigation of the Chinese part of the Amoor river.

We learn that the native Christians of Shanghai have subscribed several hundreds of dollars for the relief of their famine-stricken countrymen in Shantung. The Rev. T. Richard, of Chefoo, has just started for Ching-chow—one of the most suffering districts,—there to distribute the sums of money forwarded to him for this purpose. We may well exclaim, "What is this among so many?" Even were the amount at his command thousands instead of hundreds of dollars it would be very little for such a purpose: yet we trust that his mission of mercy may bring relief to some few at least, and that he himself may escape all personal violence at the hands of people made desperate by famine. On the first day of the eleventh month—Saturday, 16th December—the Taoutai of Chefoo commenced to distribute millet to the starving people who had made their way to that port. It is said that five thousand tickets are distributed daily, which entitle their holders to one bowl of millet a day, the value of which is estimated at about four *cash*. The winter has been ushered in with frost and snow and strong winds, so that the sufferings of those poor people must be very great.

On the 1st January the Taoutai, accompanied by Shen (Hai-fung Ting), Mo (Che-hsien), P'an (Tsang-fu), and Ch'en Fuch'ing (the Mixed Court Magistrate), paid a round of ceremonial visits upon the various Consular representatives in Shanghai. The mandarins and their secretaries, lictors, apparitors, &c., formed an enormous procession, which paraded the streets of the settlement during the best part of the day. From a distance the forest of scarlet tablets emblazoned in gold, carried by small boys also in scarlet shirts and extinguishers, really looked rather quaint and pretty; but as we all know, Chinese processions will not bear looking into. One rather unusual feature in the day's proceedings was the invasion of the Shanghai Club by these civil, military and naval dignitaries. The Acting Consul-General for Italy is at present residing there.

It is on the cards that certain changes may take place in the immediate programme of the British Consular service. We hear that Mr. Mongan, instead of coming to Shanghai, proposes to go home, if possible, on a two years' furlough; that Mr. Sinclair has unexpectedly telegraphed out his determination to remain at home six months longer than had been previously intended, that Mr. Davenport may have to go as Acting-Consul to Tientsin, and that Mr. Alabaster may in the interim come here.

The rinderpest is raging in Urga and the Mongolian steppes to a very alarming extent. The Mongols pay no heed to it, although cattle, horses, camels and sheep are all seriously affected; indeed, the depraved creatures even eat mutton that has died of the disease. Unless the plague is stopped, it is feared that serious difficulties will be felt in the tea-trade, as there are no means of transport during winter except camels, and tea-caravans will be stopped at Tuniau and Kalgan for want of beasts.

A Chinese correspondent draws our attention to the prevalence of native gambling-houses in the settlement, and urges that the foreign police should put them down. Chinese lotteries, he says, have been in full swing for three weeks past, and are much frequented by servants in foreign employ, to the detriment of their private exchequers. We hear that the other night, towards the small hours of the morning, a Chinaman was assaulted and robbed in the Ningpo-road. He subsequently discovered that his assailant was an unlucky gambler in a neighbouring lottery-house, where he had lost every cash he had in the world.

It has for some time been understood that the American Post-office would be discontinued on the 1st January, in consequence of the withdrawal of the Pacific Mail Co.'s steamers and their transfer to the Mitsu Bishi Co. We have now received semi-official information that the power of attorney authorising the transfers in question has been revoked, and that the Post-office will be continued as heretofore.

A very handsomely bound family Bible, containing a number of fine steel engravings and maps, has been presented by the Good Templars of Yokohama, to their Shanghai brethren. The following, beautifully printed in colours, forms the first page:—“I.O.G.T. presented by the Members of the Alpha Lodge, No. 1, Independent Order of Good Templars, Yokohama, Japan, to their brethren of the Shanghai Lodge No. 4, with fraternal greeting. God Prosper you! Yokohama, December 1876.”

The week's settlements of tea are very trifling. There is as yet no sign of business in green teas being resumed. The heavy shipments by steam to America will prevent the effect of the

now certain short crop being felt there still late in the Spring, and consequently a rise in values before that time is very unlikely; teamen are holding firmly for former rates, which they have succeeded in obtaining for the few chops settled, but the cost of the teas is too far above home prices for buying to become general. With the exception of some rather large purchases of re-reels, there has been little or nothing doing in Silk. Tsattees are firmly held, but Taysaans continue weak and declining.

Private transactions in imports have been on a more limited scale, the required "Sycee" not being so easily obtained from native buyers, while on the other hand consequent upon a lower rate of exchange, and stronger advices from Manchester, holders as a rule are demanding higher currency prices for suitable descriptions of cotton fabrics, which dealers have hitherto been able to resist.

In spite of the cheery, genial atmosphere which we are now enjoying, certain weather-wise Chinese predict a winter of unexampled severity. About the first or second week in February, we are told, a bitter frost will set in, such as has not been known for many a long year. We are also to look forward to weeks of snow, snow that will lie deep and long—a compensation for the inconvenience of the accompanying frost, which is regarded by the Chinese as a special favour from Heaven. Now we do not know how far we are justified in placing any reliance upon these vaticinations, but there is no harm in bearing them in mind.

We are informed that on the 28th Dec. the Taoutai paid the first instalment of the sum agreed upon for the Woosung Railway, amounting to Tls 95,000.

We notice the arrival of Mr. C. W. Goodwin from Yokohama, to assume the duties of Chief Judge of the Supreme Court of China and Japan.

We are informed that the Taoutai of Shanghai has received another three years' lease of office.

#### HONG KONG.

The present mail brings dates from the above colony to the 11th January. Since the departure of the previous mail nothing of political importance has occurred, if we except a rumour to the effect that Sir Brooke Robertson, H.B.M. Consul at Canton, had been selected to act as Consular Member of a commission to discuss the long-vaed blockade question. A correspondent of the *Daily Press* enters a protest against this course in the subjoined very sensible and pertinent letter, signed "T. S. W. R." :

Sir,—If, as I am assured, your recent suggestion that Sir Brooke Robertson has been selected as the Consular official to discuss the Blockade Question is founded on fact, it seems to me high time that some steps were taken by those interested in this Colony to protest against such a selection. Sir Brooke was, as is well known, the principal originator of the measures which have so disastrously throttled the trade of Hong Kong, and to appoint him to a position which virtually makes him arbitrator between the Colonial and Chinese officials is something very like an insult to ourselves. It is to be hoped that, if the rumour be true, self-respect will lead so old, and generally able, an official, to decline the proffered honour. Should he, however, fail to see the matter in this light, but one course is open to both the Government and the community—that of making the strongest possible protest to his selection.

The official chosen for so important a duty as that which will devolve upon the Consular officer at the coming conference, should be totally unbiased either for or against the Colony. He should possess a knowledge of Chinese, and should if possible be in a position independent of both Governments. I can think of but one Consular official who at this moment fulfils these requirements—Mr. W. H. Medhurst, who is about to retire from Shanghai, and to whom official favour will therefore henceforward be of but slight importance. Others, however, might perhaps be found; at all events, some one more suitable than a Consul against whose mistakes and misrepresentations on this very question the Chamber of Commerce, and even the Government, has found it necessary to emphatically protest. No one doubts Sir Brooke Robertson's personal good faith. But he has all along viewed the Blockade question from a certain standpoint, and he could not possibly recommend any concession to the Colonial point of view without to some extent stultifying his past utterances.

It lies with the Government in the first instance to object to such a selection. Failing action on its part, the mercantile community should take the matter up. The annual meeting of the Chamber of Commerce must shortly be held, and its committee ought to have something to say on the subject. Indifferent as the members are, as a rule, to questions not touching their pockets, they will surely recognise in the selection adverted to a very serious danger to the trade of Hong Kong. Nor should the local press be dumb if its representatives would be true to their policy of supporting local interests.

The only degree to which the attempt to introduce the Saturday half-holiday—into Hong Kong has succeeded is of a negative character, the Postmaster-General having announced that the Money Order Department will close at one o'clock on that day.

An ordination has taken place at the Cathedral. On Sunday, January 7, the Bishop of Victoria conferred priest's orders upon the Rev. J. H. Sedgwick, at the eleven o'clock service. His lordship preached a sermon from the words "Woe is unto me if I preach not the Gospel." He spoke of the duty resting upon Christians to do all in their power to evangelise the world, and

the responsibility of the Church of England with regard to missions. He gave a brief account of the work of the Church Missionary Society in the North of China, but said that south of Foochow but little had yet been done. It was now proposed to establish a mission on the mainland, and in this work he who was that morning to be ordained would have much to do. His lordship then spoke of the work being done in connection with St. Paul's College, where six English and several native students are being trained for the mission he had referred to, and made an appeal on behalf of that institution, to which the offertory was to be devoted. The Litany was said by the Rev. E. Davys, and the communion read by the Bishop, the Colonial Chaplain reading the Epistle. There was a good congregation present.

Hong Kong proposes to do its washing by steam, a project having been mooted for the establishment of a steam laundry in the Colony. The *Daily Press*, which advocates the scheme with some vigour, says:—"This is a want which has long been felt, and which has been repeatedly noticed in these columns." A prospectus has been issued, in which the outlay is estimated at not more than \$16,000, and the annual profit at \$9,000. This profit is expected to be earned on 250,000 pieces per month, at a charge of \$1.50 per hundred pieces. The Chinese charge is from \$2 to \$2.50 per 100 pieces. Supposing that only 150,000 pieces could be obtained, the monthly profit is estimated at \$347. The above paper says there can be little doubt that the speculation would be a safe one. The shipping alone would furnish a considerable quantity of work, especially the mail companies, whose support may be confidently looked for.

The value of registration tickets for servants has again been shown at the Police-court, where a certain Cheung Afuk, a chair coolie, was charged by Mr. Charles Osmond, clerk in the Registration-office, with unlawfully making use of a registration ticket not duly obtained by him. The enterprising prisoner came to Mr. Osmond's office with a note from the Rev. Mr. Hutcheson, requesting that he should be registered as a chair coolie, and produced an old registration ticket, and a character from the United States Consul. The paper represented that the bearer had been in the employ of a no less august person than the Chief Justice, but it turned out that the ticket belonged to a clansman, who gave it to him. The prisoner was severely punished, the sentence upon him being no less than a month's imprisonment, with hard labour. It has, however, been abundantly proved that no punishment will ever check the habit among the Chinese of accommodating one another with their characters.

The following rather noteworthy letter, which has appeared in a Brisbane paper, the *Cooktown Herald*, deserves attention at the Colonial Office:—

Having been a resident of Hong Kong for years past, and having witnessed the departure of thousands of immigrants from China to Australia, I beg to inform you that the way the Health Officer in Hong Kong examines them is by stripping all their breasts and thoroughly searching each for any signs of that dreadful disease, and any who have the slightest symptoms of small-pox are not allowed to embark. The examination is very searching before leaving Hong Kong, and great care is taken not to permit any emigrant to leave for Australia that is at all ailing—so there is little fear of any small-pox being introduced into Cooktown. But how different matters are managed in Australia—the Chinese passengers are marched past the official at the double quick, and about every tenth man's eyelids are raised by the official, for the purpose, I presume, of observing if there is any "green in it."

The Choral Society is still flourishing, and was to give a concert in the City Hall the evening the mail left.

In accordance with the general custom at home and elsewhere, the New Year's week was set apart for special services, thanksgiving, and prayer.

According to a notification in the Hong Kong *Government Gazette* the total rainfall for the year 1876 was 104.02 inches. Of this no less than 32.43 inches fell in the month of August, February was the driest month in the year, only 0.45 inch falling in that month. The average rainfall in Hong Kong is 71 inches, from which it will be seen that the past year was an exceptionally wet one.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 31st December is published in the *Gazette*:—

	Average Amount.
Oriental Bank Corporation	\$303,127
Chartered Mercantile Bank of India, London and China	520,774
Chartered Bank of India, Australia, and China	439,424
Hong Kong and Shanghai Banking Corporation	1,238,700
Total	\$5,502,025

#### CANTON.

A sad accident is reported as having taken place at a review of the native troops by the Viceroy and Lieut.-Governor, on the northern Parade Ground. A large number of spectators had climbed up a high tree in order to get a better view of the proceedings, and it suddenly gave way under their weight, crushing several to death and wounding many others severely. Another case of brigandage is reported from Hiangshan. The robbers plundered a chandler's shop, and carried off the shopkeeper, for whose ransom they demand \$1,000. No arrests have been made.

#### COCHIN CHINA.

##### SAIGON.

The *Courier de Saigon* announces that the elections for the Chamber of Commerce will take place on Sunday, Feb. 4, at the Town-hall. The Director of the Interior is charged with the management of this election, the result of which will be published in due course. Arrangements are made for signalling ships which arrive off Cape St. James at night.

##### SIAM.

##### BANGKOK.

The *Siam Weekly Advertiser* of the 21st December has the following:—

A short time since the Consul-General of H.B.M. in Siam sent a letter to the Prime Minister informing him that the Governor of Singapore had forwarded from the Commissioner of Burmah a gun and a field glass, the gun to be given to the Governor of Takuapa and the glass to the Governor of Panga, as rewards for having assisted the English vessel *Utibar*, wrecked on their coast. These Governors being in Bangkok, the Consul asked that the presents might be sent for at the Consulate and duly presented, which was accordingly done.

The U.S. Consul, of whose arrival at his post of duty we gave notice in a former issue of our paper, received his exequatur from the King of Siam on the 8th inst. after an audience with his Majesty at the Royal palace. The *Government Gazette* contains a full account of all the proceedings. In visiting the palace Mr. Sickels was accompanied by Rev. N. A. McDonald and Mr. De Sa, the private Secretary of his Excellency the Minister of Foreign Affairs. From the landing at the wharf of the International Court-house, the Consul was conveyed in a carriage provided for the purpose by the King, and escorted to the palace by a retinue of prominent dignitaries of the Government. On reaching the Reception-hall an artillery salute was fired by the soldiers of the Royal guard in honour of his arrival, and the usual formalities were strictly observed. The Consul was presented to his Majesty by Mr. De Sa and addressed him in a dignified manner, conveying the assurance of the President of the United States that he desired that the most amicable relations might continue to exist between the two Governments during his Majesty's reign. The King received the Consul with a gracious bow, and with a pleasant smile on his face that gave evidence of a cordial welcome. He then delivered an address to the Consul, which was afterwards presented to him with his exequatur, in which he expressed great pleasure in acknowledging the action of the President in appointing him as the diplomatic representative of the United States at the Court of Siam and the hope that all important affairs relating to the interests of both countries might be adjusted in a friendly manner, and in accordance with the principles of justice and equity. After the audience was concluded the Consul was presented to the princes of the Royal household, and to several nobles of the realm. The whole affair was conducted in a manner highly gratifying to all concerned, and the large assemblage of distinguished officers of the Government of Siam in the Audience-chamber was evidence of the interest which was felt in the event by the Siamese authorities.

#### STRAITS SETTLEMENTS.

##### SINGAPORE.

We have failed to receive our usual budget of letters and newspaper files from this Port by the present mail.

#### GUNBOATS FOR THE CHINESE GOVERNMENT.

Kuo-Tah-Jen, the Chinese Envoy, left London on Saturday for Portsmouth, to inspect the Gamma and Delta, the gunboats which have just been completed for the Chinese Government.

These vessels were built by Messrs. Mitchell, at their works on the Tyne, from the design of Mr. Rendell, and are what may be described as an enlarged and improved copy of the "Staunch" class of gunboat. They are each of 400 tons burthen, and only draw seven feet of water aft. They have tripod masts, and are fitted throughout with all the most modern improvements. Each vessel will carry a 38-ton gun in the bow, similar to those in the turrets of the *Thunderer*, and will also be provided with two 20-pounder Armstrong guns and two Gatling guns. Sir William Armstrong's hydraulic machinery has been introduced for working the heavy guns, and by an improved method which has been introduced one of these ponderous weapons may be managed by two men. The propulsion of the vessels is by twin-screws, worked by horizontal engines of 40 nominal horse power, but which can be worked up to 310. In this department there are also engines for working the air-pump, circulating pump, and bilge-pump, and the feed-pump for the main engines. The Gamma is commanded by Commander Lang, and the Lieutenants are Messrs. Powell and Young. Commander Ching has charge of the Delta, with Messrs. Hopkins and Hext as lieutenants.

His Excellency and suite travelled by special train on the direct line, reaching Portsmouth shortly before one. Proceeding to the harbour station, they embarked in a Government launch, and went on board the *Fire Queen* yacht, in which they left the harbour for Spithead, where the gunboats were lying. The vessels were minutely inspected, and the party then returned to harbour, and shortly afterwards left for London.

The vessels will proceed at once to Plymouth to take in their powder, and complete for their voyage to the Far East.

EXPORT OF TEA AND SILK—SEASON 1876-77.  
TO GREAT BRITAIN.

Date.	TEA.				SILK
	From Shanghai and Hankow	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	
From June 1, 1876, to Jan. 3, 1877	803,794	53,926	23,457	171,492	3,152,643
From June 1, 1876, to Jan. 3, 1877	803,794	53,926	23,457	171,492	3,152,643
TO THE CONTINENT.					
From June 1, 1876, to Jan. 3, 1877	...	...	...	...	11,545,006
Do. do. 1876, to Jan. 3, 1876	...	...	...	...	10,665,944
TO UNITED STATES OF AMERICA.					
From June 1, 1876, to Jan. 3, 1877	...	...	...	...	37,261,50
Do. do. 1876, to Jan. 3, 1876	...	...	...	...	13,009,113
TO AUSTRALIA.					
From June 1, 1876, to Jan. 3, 1877	...	...	...	...	16,214,037
Do. do. 1876, to Jan. 3, 1876	...	...	...	...	16,041,149
TO GREAT BRITAIN.					
From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1845 to 1845	51,022,600	*	1864 to 1865	121,246,870	32,315
1845 to 1846	37,334,200	14,000	1865 to 1866	114,333,042	62,890
1850 to 1851	69,972,000	22,114	1866 to 1867	18,423,290	50,052
1853 to 1854	77,327,800	61,263	1867 to 1868	116,890,130	57,349
1856 to 1857	32,210,300	50,481	1868 to 1869	142,781,046	70,917
1857 to 1858	76,090,255	66,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	63,134	1870 to 1871	131,960,950	61,329
1859 to 1860	85,566,152	61,160	1871 to 1872	149,774,305	61,559
1860 to 1861	90,006,160	70,614	1872 to 1873	151,869,262	62,263
1861 to 1862	102,851,040	79,199	1873 to 1874	144,584,626	47,373
1862 to 1863	121,273,500	72,807	1874 to 1875	181,964,477	65,106
1863 to 1864	117,462,586	46,603	1875 to 1876	166,318,287	87,483

\* Including the Continent.

EXCHANGES, &c.  
[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2 <i>qd.</i> to 4s. 2 <i>qd.</i>	4s. 3 <i>d.</i>	4s. 3 <i>qd.</i>
Shanghai	5s. 8 <i>qd.</i>	5s. 9 <i>d.</i> to 5s. 9 <i>qd.</i>	5s. 9 <i>qd.</i>
Canton	4s. 3 <i>qd.</i>	4s. 4 <i>d.</i>	4s. 4 <i>qd.</i>
Hong Kong	4s. 4 <i>qd.</i>	4s. 4 <i>d.</i>	4s. 4 <i>qd.</i>
Macao	4s. 4 <i>d.</i>	4s. 4 <i>qd.</i>	4s. 4 <i>qd.</i>
Singapore	4s. 5 <i>d.</i>	4s. 4 <i>qd.</i>	4s. 4 <i>qd.</i>
Perak	4s. 5 <i>d.</i>	4s. 4 <i>qd.</i>	4s. 4 <i>qd.</i>
Manila	4s. 4 <i>qd.</i>	4s. 4 <i>qd.</i>	4s. 4 <i>qd.</i>
MISCELLANEOUS.			
—	At Shanghai.	At Hong Kong.	
Bills on India	Rs. 3 <i>8</i>	Rs. 231	
Hong Kong	25 to 26 days.		
Bar silver	11s. 11 <i>2</i> 2 <i>5</i>	8 prem. (nominal)	
Mexican dollars	T.s. 7 <i>4</i> 9 <i>0</i>	7 prem. (nominal)	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 25 per cent. prem.  
Hong Kong Gas Company, 2*7* per share.  
Hong Kong and Whampoa Dock, 45 per cent. discount.  
China Traders' Insurance Company, \$1,700 per share.  
Hotel Starco, \$50 per share.  
Hong Kong and Macao Steamship Company, 1*1* per cent. div.  
Hong Kong Fire Insurance Company, \$5*15* per share.  
Union Insurance Society, \$610 per share.  
China Fire Insurance Company, \$175 per share.  
Chinese Insurance Company, \$100 per share.  
Shanghai Steam Navigation Company, Tls. 95 per share.  
Chinese Imperial Loan, £39 (ex 4*1* 1*2*).

\* The latest telegrams report the rate for six months' bank bills at Singapore 4s. 8*qd.*, at Hong Kong 4s. 8*qd.*, at Shanghai 4s. 9*qd.*

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtr.	Last Divid.
Shanghai Dock Company	... Tls. 500	... Tls. 500	... Tls. 210	... 20 <i>p.s.</i>
Shanghai Gas Company	... 100	... 100	... 142	... 11 <i>p.c.</i>
Shanghai S.N. Company	... 100	... 100	... 86	... 7 <i>p.c.</i>
S. Tug and Lighter Company	850	... 850	... 600	... 12 <i>p.c.</i>
French Gas Company	... 50	... 50	... 70	... 7 <i>p.c.</i>
Hong K. Fire Insurance Co.	... \$1,000	... \$200	... \$74,546	... 19 <i>p.s.</i>
North China Insurance Co.	... Tls. 2,000	... Tls. 600	... 875	...
Yangtze Ins. Association	... 500	... 500	... Tls. 620	... 15 <i>p.c.</i>
Union Insurance Society	... \$2,500	... \$500	... \$725	...
China Traders Co. (Limited)	... 5,000	... 1,500	... 1,580	... x.74
China and Japan Marine Ins. Co.	... Tls. 500	... Tls. 10	... 5	...
China Fire Insurance Co.	... 500	... 100	... 165 <i>x.74</i>	... 12 <i>p.c.</i>
Hongkew Wharf Co.	... Tls. 100	... Tls. 100	... Tls. 94	... 5 <i>p.c.</i>

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Feb. 10, Agnes Muir.

At HONG KONG.—From Cardiff, Feb. 14, Western Belle.

At BATAVIA.—From London, Feb. 11, Margaret Falconer; from Amsterdam, Jan. 9, Nestor; from New York, Sing Tai, Priscilla.

At SURABAYA.—From New York, Dec. 26, Ukraine.

At SINGAPORE.—From London, Feb. 14, Cairnsuir (str.), Gadshill (str.); from Liverpool, Ulysses (str.); from Sunderland, Ann Adamson; from Newcastle, Hesperia; from Newport, Francesca T.; from Cardiff, Antares, Falcon, Aquila, Strathairn (str.), Aurora.

DEPARTURES.

From SHANGHAI.—For London, Dec. 31, Glenfinlas (str.), Primus (str.).

From HONG KONG.—For London, Jan. 6, Palma; 7, Rowena; 8, Priam (str.); 9, Kronprinz Gustav; Feb. 12, Glenroy (str.); for Falmouth, Jan. 7, Hopewell.

From BATAVIA.—For Channel, Jan. 2, Herzogin Anna.

From SAMARANG.—For Holland, Dec. 14, Weerterschelle.

From SURABAYA.—For Channel, Jan. 5, Campsie Gien; for Holland, Dec. 23, Admiral van Ruyter; 27, R. B. Chapman.

From SINGAPORE.—For London, from Shanghai, Feb. 14, Gordon Castle (str.).

TELEGRAMS FROM THE FAR EAST.

JAPAN.

(TIMES TELEGRAM.)

A telegram from Japan announces another insurrection. This time it is in the turbulent Satsuma clan that the rising has occurred. It cannot, however, be regarded as serious, for the reason that neither Shimadzu Labour, nor Sags, nor Murata (the great Satsuma leaders) have taken part in it. On the contrary, they seem to disapprove it altogether. The Government can now absolutely rely upon the army, which has become purely national, and which has been well drilled and instructed by the French Military Mission.

SHANGHAI MARKET REPORT.

(REUTER'S TELEGRAM.)

SHANGHAI, FEB. 15.—Markets closed owing to holidays.

HONG KONG MARKET REPORT.

(REUTER'S TELEGRAM.)

HONG KONG, FEB. 15.—Manchester Goods quiet: 8*1* 2*35* fair medium Bengal Cotton, \$14. Total export of tea to date 150,000,000 lbs.

COMMERCIAL POSTSCRIPT.

The Messageries Maritimes steamer *Stadt*, with the present inward mail, landed her passengers and mails at La Ciotat on the 13th inst., in consequence of stress of weather. She brought forty-five passengers and a general cargo, including 877 bales of silk, 2,695 packages of tea, 2,372 packages of sugar, and 3,938 sundries for London, which will be forwarded to its destination by the Company's steamer *Euphrate*, due in London on or about the 27th inst. The P. and O. Company's steamer *Hydaspe*, with the mail due here on the 12th proximo, left Galle on the 16th inst. one day early.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 12, at Havre, from Cheribon, Ann Thormann; 15, at London, from Hong Kong, Silver Eagle, Kermalo; at Falmouth, from Yokohama, Cathaya; from Batavia, Louis de Geer; 14, from Bangkok, for Hamburg, Metis; 15, at Greenock, from Batavia, Dr. Mezger; 12, at Middleburg, from Batavia, Samarrang; 15, off Dungeness, from Pekalongan, for Amsterdam, Sindoro; 16, at London, from Hong Kong, Corea; from Cebu, James Shepherd; 15, at Boston (U.S.), from Manila, Wylo.

DEPARTURES.—Jan. 10, from Rio Janeiro, for Singapore, Antioch; 11, for Rangoon, Rannymede; 19, Ceres; 3, from Monte Video, for Ayak, Lucy Pope; Feb. 15, from Cardiff, for Hong Kong, Bertha (str.); from Liverpool, for Shanghai, Glauco (str.); 14, from Havre, for Saigon, Apolline Emilie; Jan. 23, from St. Vincent (C. V.), for Yokohama, Flying Spur; Feb. 16, from Cardiff, for Singapore, Occident.

PASSED SUEZ CANAL.—Feb. 17, Drenthe, from

for Batavia.

SHROPS.—S. B. Stratton, Sourabaya, to Boston, Dec. 22, 33 S., 30 E.; Lucia, Hong Kong to New York, Dec. 29, 35 S., 20 E.; Gesina, Maria, Cheribon to Amsterdam, Jan. 2, 34 S., 16 E.; Java Packet, Batavia to Amsterdam, Dec. 27, 35 S., 22 E.; Tongoy, Samarrang to Cork, Jan. 14, 30.19 S., 10.17 E.; Berbice, Sourabaya to Cork, Jan. 20, 30.9 S., 19.57 E.; Gaucho, Yokohama to Falmouth, Jan. 19, 0.30 N., 22.30 W.

CASUALTIES.—Mauritius (via Aden), Feb. 15, the William Paterson from Samarrang, for Falmouth, has put in here leaky, and is discharging for survey, cargo much damaged; Batavia, 16, the Invererne, Java to Chauvel, founded, Jan. 1, off west coast of Sambawa—part crew saved; supposed captain and mates drowned; Manila, 16, the John O'Gaunt, Liverpool to this port, has been totally lost at Balig Samar—crew saved.

MISCELLANEOUS.—Flushing, Feb. 11, the Minister Fransen Van de Putte, Dutch ship, from Middelburg, for Batavia, which put in here Jan. 4, leaky, whilst lying in the Marine Harbour, empty and ready to dock, was blown over on her side by a heavy south-west wind.

and driven against the dike. Efforts are being made by means of warps and by putting back a portion of the discharged cargo to prevent the vessel from completely capsizing. Later advices report, ship has been righted. St. Vincent—C.V.—Jan. 28, the Flying Spur, barque, from London for Japan, having completed her repairs, sailed again on the 23rd inst., all well. Mauritius, Feb. 2, arrived, Warren Hastings, from Singapore. Galle, Feb. 12, sailed, Macgregor (str.), for Shanghai, from London. Batavia, Feb. 12, the Batavia Dock has been this day successfully launched.

### BIRTHS, MARRIAGES, AND DEATHS

#### BIRTHS.

BIRCH—On the 4th Feb., in Ceylon, the wife of the Hon. Arthur N. Birch, Lieut. Governor, of a son.  
 CALDWELL—On the 7th Jan., at Hong Kong, the wife of Daniel E. Caldwell, of a daughter.  
 CORY—On the 1st Jan., at Shanghai, the wife of J. M. Cory, of a son.  
 EDWARDS—On the 8th Feb., at Lymington, North Wals., of a daughter.  
 FARNHAM—On the 1st Jan., at Shanghai, the wife of S. C. Farnham, of a son.  
 GOODFELLOW—On the 22nd Dec., at Shanghai, the wife of H. S. Goodfellow, of a son.  
 GRADY—On the 28th Dec., at Shanghai, the wife of Maren Simon Gahay, of a son.  
 HAGUE—On the 2nd Jan., at Shanghai, the wife of P. P. Hague, of a son.  
 O'KEEFFE—On the 5th Feb., at Kennet House, Brockley, the wife of Commander Yelverton O'Keeffe, R.N., of a son later.  
 MARSHALL—On the 15th Dec., at Hong Kong, the wife of J. Marshall, of a son.  
 SHELLEY—On the 6th Feb., at Kandy, Ceylon, the wife of Spencer Shelley, of Delphina, of a daughter.  
 SMITH—On the 21st Dec., at Hong Kong, Mrs. W. McGregor Smith, of a daughter.  
 WILKIN—On the 14th Dec., at Yokohama, the wife of A. J. Wilkin, of a daughter.

#### MARRIAGES.

CROMBIE—FORTUNE—On the 2nd Feb., at the Cathedral, Hong Kong, by the Very Rev. Bishop Burdon, D.D., David A. J. Crombie, Oriental Bank Corporation, Shanghai, to Mary Forrester, eldest daughter of George Fortune, Barnstaple, Chil.  
 BICKLING—WALLACE—On the 8th Feb., by special license, at the Magdalene Chap. I, Streatham, by the Rev. Robert Gregory, Canon of St. Paul's, assisted by the Rev. Hugh J. Robinson, Canon of York, and the Rev. W. W. Hawkins, British Chaplain at Foochow, Horace, second son of the late W. B. Hickling, of Streatham, to Amy Le Paix, third daughter of the Rev. John Wallace, Streatham, Surrey.  
 TURNER—SYERS—On the 13th Feb., at Sephton Parish Church, near Liverpool, by the Rev. Henry S. Syers, M.A., B.C.L., Vicar of Peterborough, George E. Turner, of Port Said, Egypt, to Catalina, second daughter of Thos. H. Syers, Spring Bank, Liverpool.  
 WALCH—EAST—On the 11th Jan., at All Saints' Church, Galle, by the Rev. J. Bamforth, M.A., George Turner Walsh, Mem. Inst. C.E., Madras P.W. Dept., third surviving son of the late Major J. W. H. Walsh, I.M.M.'s 5th Regt., to Emily, widow of the late Frederick East, Esq., C.E.  
 WRIGHT—WRIGHT—On the 10th Feb., at St. Marylebone, Henry, son of John Wright, of St. John's, New Brunswick, to Adelina E., daughter of Henry Wright, of Gloucester-crescent, Hyde-park, late of Ceylon Civil Service.  
 WRIGHT—MACKENZIE—On Dec. 19, at H.B.M.'s Consulate, Nagasaki, by Marcus Flowers, H.B.M.'s Consul, and afterwards at the British Episcopal Church, by the Rev. Herbert Maundrell, Alexander Wright to Helen Louisa, eldest daughter of the late Kenneth Ross Mackenzie of Japan.  
 YEATES—THOMPSON—On the 11th Feb., at St. Matthew's, Islington, A. G. Yeates, of Ceylon and Canobury, to Catherine, eldest daughter of B. H. Thompson, of Canobury.

#### DEATHS.

ALLEN—On the 23rd Dec., at Shanghai, Robert Allen, of Manchester, aged 37 years.  
 COLLINER—On the 25th Dec., on board the steamer *Kiang Kien*, at Shanghai, Edmund Colliner, of Princetown, aged 39 years.  
 DE BAR—On the 27th Dec., at Deli, Therese Laurent, wife of E. De Bar, aged 25 years.  
 MANGER—On the 6th Feb., at Grasmere Villa, Wimbledon, Joseph Edward Manger, late of Hong Kong, eldest surviving son of William and John Manger, of Edith Grove, West Brompton, aged 30.  
 RUMILO—On the 11th Dec., at Shanghai, John Springfield Robison.  
 ST. THOMAS—On the 10th Jan., at the Convent of the Italy Infant Jesus, Singapore, Sister St. Thomas, R.P.  
 STURROCK—On the 8th Feb., at Glenfannan, Torquay, W. A. Sturrock, late of Amoy. Friends will please accept of this—the only intimation.

### CHINESE ABROAD.

(MORNING POST.)

Almost simultaneously with the arrival of the first Chinese Ambassador in England we hear that a Mr. Crawford, connected with the English Legation at Peking, has reached Wellington, New Zealand, on a special mission to investigate the question of Chinese immigration into the Australasian colonies, and to report thereon to the Imperial Government. The question is one that will have to be seriously dealt with, as it is of constantly growing importance; and year by year its gravity is becoming more and more felt in countries inhabited by white races liable to the introduction of a large number of immigrants from the Celestial Empire. Although it has not yet assumed the same aspect in Australia that it has in California and the adjoining United States territory, where, alongside a European population not much exceeding a million, there are located one hundred and fifty thousand Chinese, of whom nearly one-third are to be found in San Francisco alone, still the Antipodean communities feel very strongly on the subject. Until within the last three or four years the chief influx was into Victoria and New South Wales, and in both those colonies, in the heyday of Chinese immigration, Acts were passed levying a poll-tax on the race, and these continued in force for some years, but eventually were repealed when they had served their purpose in checking the inundation. But although antagonistic legislation was thus done away with, the Chinese have not been an acceptable people in any of the Australian colonies, and in the mining districts particularly their presence has been specially objected to by European diggers. Both in New South Wales and Victoria riots and proceedings have more than once been witnessed, in manifestation of this feeling. During the last two or three years, however, it is Queensland that has been chiefly favoured by the advent of Chinese, and as they have been attracted almost entirely by the discovery of the rich alluvial diggings on the Palmer in the northern part of the country, again they conflict with the mining population, always the most hostile to them. Perhaps one reason why, of late years there

have been few disputes between European and Chinese miners in the two leading Australian colonies is that the Chinese generally restrict their operations to alluvial diggings, whereas the quartz reefs now are the principal attractions to Europeans. In Northern Queensland, therefore, where the diggings on the Palmer were at the outset almost entirely alluvial, though quartz reefs now are being worked, the Chinese and European diggers necessarily came in contact and collision; and the Legislature, in compliance with the demand of those of our own race, resolved to place a restriction upon the coming of the others. Their attempted exclusion was not, however, carried out in the undisguised manner that it had been in the other colonies, but it was sought to accomplish the same end in a different way. Instead of levying a poll-tax, the Legislature passed an Act which would not affect the Chinese until after they were located in the colony, and Chinese were not even mentioned by name. The Act obliged all "Asiatics" to pay for their mining license £6 per annum more than the sum paid by Europeans. As no other Asiatics than Chinese went to Queensland to follow mining pursuits, and nine out of ten Chinamen at least proceeded thither for that purpose, the object would have been equally attained, and in addition the Colonial Legislature was shrewd enough to substitute for a single payment in the shape of a poll-tax of £10 an annual license fee of £6. It was not likely that the Chinese, accustomed though there are to being ridden rough-shod over, would tamely submit to this. Amongst them were men who knew the terms of our treaty with China, and the privileges it granted for free intercourse between the two countries. The Governor of Queensland was at once memorialised by them, and information sent to Hong Kong resulted in representations being made to the Chinese Government, as well as to our own authorities at Hong Kong, which was the principal port of departure for the emigrants. It was alleged that the new law being enacted in Queensland was an infraction of treaty rights, and Mr. Cairns, the Governor of the colony, took the best course open to him, in withholding his assent to the measure and reserving it for Her Majesty's sanction. A few years back there would have been a great outcry on the part of the diggers at this proceeding, but we are glad to see that now it has been generally acquiesced in.

At the same time, although it certainly does seem an anomaly to restrict or even discountenance the advent into any part of the British dominions of a people into whose country, it may be said, we ourselves have forced an entrance at the point of the sword, it is impossible for those having any practical acquaintance with the subject to look with satisfaction at the rapid increase of Chinese immigration in any land inhabited by people of European descent. No white race has had the same experience of the evils of the presence of a large Chinese population as have the inhabitants of California. Enlightened persons do not deny the many advantages that Chinese immigration has conferred upon that State. The Transcontinental Railway west of Omaha was largely made by Chinese labourers. They are industrious, and pursue many callings in which there has been a dearth of white workmen. In Californian households they frequently supply the place of domestics otherwise unobtainable. But there are drawbacks, and last year these took such a hold of the public mind in the Golden State that all classes of the white population united to prevent further Chinese immigration. Mass meetings were held at San Francisco, and at Antioch the unfortunate Celestials had convincing proof in injuries inflicted upon themselves and their property of the antipathy felt towards them. The United States Supreme Court, however, desired that in the face of the Treaty with China no exceptional legislation could be enacted to prevent their coming, and a serious difficulty seemed imminent. It was temporarily settled by a compromise, the six Chinese companies which regulate the introduction of their countrymen resolving to moderate or stop it for a time in view of the prevailing excitement; and the immigration has since received a further check in consequence of a superabundance of white labour. The final settlement of the question has nevertheless only been postponed in California, and it appears that it is also a matter of concern to our own colonists on the American shores of the Pacific. British Columbia, with a small white population, sees danger in the Chinese element within its borders; and not very long ago the Legislature passed a resolution declaring it expedient for the Government to take steps to prevent the province being overrun by Chinese. It will thus be seen that both in North America and in Australia the question is of importance, and will have to be carefully considered. Mr. Crawford's mission, it is to be hoped, will result in such information being furnished to the Home Government as will enable it, without any legal restrictions being placed upon the landing of Chinese in British colonies, to impress, by the use of well-grounded arguments, upon the Government of China the necessity of accommodating itself to the views of our colonies by placing the emigration of its subjects under satisfactory regulations. It stands to reason, however much we may in favour of unrestricted intercourse with China, that we cannot desire the introduction into our colonies of an element which they are warmly opposed to. The means of communication between China and Australia are very different to what they were a few years back, when the voyage to Melbourne or Sydney in sailing ships occupied a couple of months. Now, from Hong Kong to Northern Queensland passengers are conveyed at low fares by quick steamers in sixteen or seventeen days, so that access is easy and offers every facility for the introduction of Chinese. If we are to credit the report of a California committee of inquiry, which stated that one-fourth of all the criminals in the State were Chinamen, and that it had been ascertained that of the people of that race then in the country at least ten thousand were known criminals before they left China, whom their own Government were glad to get rid of, we can well understand that British colonies are averse to their presence, and are rather alarmed at the prospect of their increasing in numbers. We can only imagine what Englishmen would think of the advent of half-a-dozen millions of Mongolians into the United Kingdom to comprehend what opinion our colonies have upon the subject and the necessity of the question being speedily dealt with.

## Naval and Military.

Consequent upon there being no ships of their class available as reliefs, the Charybdis and the Modeste are to be paid off and recommissioned on the China station, a fresh captain for the former ship, with other officers, and crews proceeding thither in H.M.'s troopship Tamar, now refitting at Devonport. Captain Charles F. Hotham (1871) has been nominated to the command of the Charybdis, and the subjoined appointments are also gazetted. Lieutenants Reginald B. Fulford and J. O. Thomas to the Hart; Arthur W. Moore, Francis H. Harvey, H. Warren and R. M. Banbury to the Charybdis; Francis D. Scott, additional, to the Audacious; Jno. D. Nicholls, Harry S. F. Niblett, and John F. Pilon to the Modeste. Navigating Lieutenants: Richard G. Roe and John G. Scott to the Audacious; Sub-Lieutenants Edward J. Baiu and Francis A. A. G. Tate to the Modeste; Arthur R. M. Creagh and Frederick H. T. W. Freeman to the Charybdis. Paymasters: Norcott D'E. Roberts and Edmund Hickson to the Audacious, and David J. Thompson, assistant in charge, to the Hart. Midshipmen: Charles T. Gimlett, Houston S. J. Phillips, and Richard H. Pearse to the Charybdis.

Lieutenant Richmond Powell, who has been studying at the Royal Naval College, has received permission to accept temporary employment under the Chinese Government, and will navigate a gunboat out to China.

The appointments of Lieutenant Arthur Havergne, and Sub-Lieutenants Arthur J. Loane and Francis M. Keary, to the Audacious, for service in the Sylvia on the China station, are gazetted.

The troopship Himalaya, which left Queenstown on the 16th December with Naval and Military reliefs for Ceylon and the China Station, arrived at Hong Kong on the 14th inst.

The changes to be effected in the department supervision of Devonport and Keyham dockyards will be of a more extensive nature than was at first anticipated. The whole of the metal work that appertains to, or is in connection with, the hulls of the vessels will be made and repaired by the shipwright's department. The engines and boilers and their connections only will in future be under the management of the steam branch, to enable the voluminous so-called millwrighting works for a float surface to be carried on entirely in the dockyard, a large amount of which is at present done at Keyham. A quantity of new machinery has been ordered and will be erected as soon as possible. It is expected that Mr. Richards, the officer who for twenty years past has superintended the engineers and millwrights in Devonport dockyard, will be appointed in charge of the millwrights' stationary work at Keyham, vice Mr. Cooper, the present foreman of that shop, who has become totally blind through serious illness, although the chief engineer is understood to desire that Mr. Richards should be retained at the dockyard to superintend the large amount of work which will still be performed there by the factory workmen.

At Portsmouth, the Tee, another of the iron twin screw gun-boats built or being built by Messrs. Palmer and Co., of Jarrow, has been tried on the measured mile in Stokes Bay. The whole series consists of twelve boats, all being of the same size and construction, and built from designs by Mr. Henry Morgan, one of the Chief Constructors at the Admiralty. Six—viz., the Medina, Medway, Sabrina, Tee, Spey, and Tay (the first three engined by Messrs. Hawthorne and Co., of Newcastle, and the others by Messrs. John Penn and Co., Greenwich)—have been received from the contractors, and are now being completed for sea at Portsmouth, while the others, which are respectively named the Doe, Don, Esk, Slaney, Trent, and Tweed, all of which are engined by Messrs. Hawthorne, are still in course of construction on the Tyne. They are light and handy craft, intended, as their names imply, for river service, and were laid down at a time when our relations with China threatened to assume an unpleasantly unfriendly character. They are 110 ft. long by 34 ft. broad.

The Princess of Wales has intimated her intention of presenting a full-length portrait of herself to be hung in the ward-room of the armour-clad ship Alexandra, flag-ship of Vice-Admiral Hornby, now fitting at Chatham for the Mediterranean, in commemoration of her launching that vessel at Chatham dockyard, on the 7th April, 1875. It is expected that the presentation of the portrait to the officers of the ship will be made by her Royal Highness, in person, on board the Alexandra, the Prince and Princess of Wales having expressed their desire to inspect that vessel before she takes her departure for the Mediterranean. Mr. Ward Hunt, First Lord of the Admiralty, accompanied by other members of the Board, and several naval officers, have inspected the Alexandra, which left Chatham for Portsmouth on the 14th inst.

Lieutenant J. H. Barnard, C.M.G., 19th Regiment, has been appointed private secretary and aide-de-camp to Sir John Glover, G.C.M.G., R.N., Governor of Newfoundland. Lieutenant Barnard served with the 19th Regiment in the Hazara campaign of 1868, including the expedition against the tribes on the Black Mountain (medal with clasp). Also as a volunteer under Sir John Glover in the Ashante War of 1873-74, led the advanced guard at the capture of Abogoo, commanded for five days a detached force of 650 men, which captured Jaashi, and commanded a detachment of 150 men which drove the enemy out of their camp on the north bank of the Aneom (mentioned in despatches for great discretion and judgment, and on two occasions for gallant conduct, C.M.G., medal with clasp).

The Heavy Gun Committee, having taken into consideration the result of the late trial of the 80-ton gun at Shoeburyness, have given

directions to have the gun brought back to Woolwich in order that the powder chamber may be enlarged at the Royal Gun Factories. The defective tube will not be at present replaced, although the increased charge which will follow on the enlargement of the chamber will necessarily subject it to a heavier strain; but one round will probably be fired at the Woolwich butts to ascertain the velocity and pressures under the new conditions, and the great weapon will then be taken once more to Shoeburyness for a second trial against the 32-inch iron target.

Captain Radulphus Bryce Oldfield, R.N., C.B., aide-de-camp to the Queen, died last week, in his fiftieth year. He entered the navy in 1840, and served successively in the East Indies, the Pacific, the Mediterranean, the Cape, and a second time in the Pacific. In 1869 he obtained six months' leave from the Admiralty, and went to Penang, on behalf of the Telegraph Construction and Maintenance Company, for the purpose of exploring certain routes, with a view to establish a telegraphic communication from Burmah, the Tenasserim provinces, and Siam, with Penang. Captain Oldfield was appointed naval aide-de-camp to the Queen in 1874, and was nominated a C.B. in 1875.

Mr. E. J. Reed, M.P., delivered an address on "Naval Architecture" at the South Kensington Museum on the 10th inst. The main point of the hon. gentleman's observations was that ships were now being built much too long in proportion to their depth and breadth, the dangers of which he exhibited, and this evil was especially observable in merchant shipping. He contended that shape was not nearly so detrimental to speed as was popularly supposed, and expressed an opinion that when the "solid of least resistance" was discovered, the majority of the problems connected with this subject would be solved.

The Boxer, which was commissioned at Chatham two months ago for service on the West Coast of Africa, and which has been at Devonport for the past month patching her machinery, has at length broken down altogether, both crank shafts being so seriously cracked that they will have to be replaced. This will detain the Boxer for another month. Meanwhile the Seagull, which has been in commission at Devonport a month, and which is also destined for the West Coast, is detained at Devonport by machinery troubles.

It is proposed to raise a memorial over the graves of the sufferers from the Thunderer explosion at Haslar Cemetery. Upwards of £120 has been raised by subscriptions at Portsmouth, Messrs. Humphrys and Tennant giving £25, and Admiral Elliot, Rear-Admiral M'Clintock, and Captain Waddilove, who was in command of the ship at the time, also subscribing liberally. The form of the memorial has not yet been determined upon, the ultimate shape which it will take being dependent upon the amount contributed.

It is reported that further important changes in the formation of the commissariat and transport branches of the army are contemplated by the War-office. It is understood that henceforth examinations for the control will cease, and that all newly appointed officers in the supply and transport departments of the army will be taken from the line. According to the same authority, an amended guard-room order is likely to be issued, in consequence of the recent murder by a drunken guardaman.

Some trials are being made in the Channel Squadron to test the value of gun-cotton charges for fog signalling purposes. Some time since the flagship was supplied with howitzers as fog signal guns, and they proved so useful that Admiral Seymour recommended that 24-pounder howitzers should be fitted to ships for this purpose, but we understand gun-cotton is now to be tried. Its use has lately engaged the attention of the Trinity Board.

Major-General Lyons represented the Duke of Cambridge at the inspection of the cadets of the Royal Military Academy, Woolwich. The reports read were very satisfactory. Of the thirty-eight gentlemen who had presented themselves to be examined for commissions, twenty-six passed, seven of whom will be recommended to Her Majesty for commissions in the Royal Engineers, and the remainder in the Royal Artillery.

An order has been received at Portsmouth for the Osborne, Royal yacht, to be completed for sea by March 1, and a number of men have been taken from other work to get her ready. It is supposed that the Osborne will proceed to Malta to embark the Duke and Duchess of Edinburgh and family for passage to England.

The Dreadnought, double-screw turret-ship, at Portsmouth, is to be completed for the pendant forthwith. Captain Richard Wells (1868), late flag-captain to Admiral Wellesley, C.B., on the North American and West Indian stations, will, in all probability, commission the Dreadnought.

The Emerald, composite screw corvette, of 1,864 tons displacement, and engines working up to 2,100-horse power, is about to be moved from Pembroke to Devonport, to be prepared for commission. She was launched in August last, and has thus far cost about £80,000.

No reduction is to be made in the personnel of the Fleet to be borne during the financial year 1877-78. The strength of the Royal Marines will also be maintained as during the present year, 7,000 being detailed for service afloat and 7,000 for head-quarters.

The Queen has presented to the Royal Horse Artillery a handsome black charger to carry the drummer at the head of the mounted band. The horse, which has arrived at Woolwich from the Royal mews, is undergoing a course of training for its new duties.

The designs of a new vessel, to be classed as a "torpedo ram," have been prepared in the construction department at the Admiralty, and provision will be made in the navy estimates for her construction at Portsmouth.

The Decoy, 4, composite gun vessel, Lieut. Hayes, after four years' commission on the North American and West Indies station, has arrived in Plymouth Sound, and will pay off after inspection.

The Vulture, 3, double screw gun vessel, Commander Washington left Plymouth Sound on the 11th inst. for the East Indies, via the Suez Canal.

## Legal.

## QUEEN'S BENCH DIVISION.

SHEPHERD AND OTHERS V. KOTTGEN AND OTHERS.

This case raised a question of considerable mercantile importance, as to whether the loss of a mast under the circumstances disclosed was a general average loss or not. The plaintiffs were the owners of the *Rollo*, a bark of 586 tons register, and the defendants were the owners of part of the cargo. The parties really interested in the result of the action were the underwriters of the ship on the one hand, and the underwriters of the cargo on the other. The *Rollo* left London on the 8th of December, 1874, for Hong Kong, with a general cargo. After she had passed Scilly the weather became rough, and on the 17th it blew a hurricane, and part of the main chain plates on the starboard side gave way, and the strain on the back stay being thus increased, it also gave way. At the time the vessel was hove to on the starboard tack. In order to shift the strain, the captain wore the ship and put her on the port tack. This was done with a view of saving the mast, if possible. In the log the sea was described as frightful at this time. It was impossible to secure the starboard rigging. The main-mast at this time was lurching violently, and the captain, fearing that it would tear up the decks, cut the port rigging, and the main-mast fell over the starboard side of the vessel, taking with it the mizen-mast. The vessel was afterwards overhauled by a steamer from Liverpool and towed into Lisbon. The contention of the plaintiffs was that cutting away the mast was a sacrifice for the benefit of the general venture, and, being such, was a proper subject for general average contribution. The contention on behalf of the defendants was, that at the time when the mast was cut it was a lost mast, and therefore that cutting it away was no sacrifice, and the loss of the mast was not a matter for general average contribution.

The Judge (Mr. Justice Manisty) left it to the jury to say whether the mast was virtually a wreck and gone at the time when it was cut away. The jury found that the mast when it was cut away was a wreck and hopelessly lost. Upon this finding his Lordship directed judgment to be entered for the defendants.

HOLLAND.  
(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, FEB. 14.

The members of the Second Chamber have been going through the Education Bill in Committee, contrary to the general opinion that the Bill would pass almost without discussion. It is hoped, however, that the details will be settled sufficiently to enable Mr. Moen's Bill to be laid upon the table of the Second Chamber before the general elections in the month of June.

Several proprietors and managers of ironworks have forwarded to the Ministers of the Departments of the Colonies and Foreign Affairs an address stating their adhesion to the demand for concession to build and fit railways in India,—either for account of a company or for that of the State. This demand is made by the English firm, Messrs. Meiggs and Church, which is recommended as thoroughly sound, and as being an authority in railway matters. These adhesions have been given by the proprietors in question because the contractors *in spe* have engaged themselves to protect as much as possible the Dutch iron industry, if prices and quality can compete. The contractors flatter themselves that if such an engagement is made the languishing iron-works will flourish, and our country will enjoy a revival in this important branch of industry. Great fear is felt that the rinderpest, which has attacked the cattle, in several German states, will also be imported into this country. Our trade in this branch with England already suffers enormously by the preventive measures which are taken by the Board of Trade. The export to your country, which, as a rule, is very large, has nearly come to a standstill.

An official statistical report has been published with reference to the strength of our navy. We have at our disposal 21 ironclads, monitors, &c.; 18 steam gunboats, 3 torpedo vessels, 2 rams, 19 screw steamers, 8 auxiliary vessels, 13 ships for training, 33 ships for the Indian Navy. They are armed with 68 Armstrong guns of 23 and 28 centimetres, and 425 guns of smaller dimensions. The number of men amount to 5,804.

Yesterday the members of the Second Chamber met and discussed the Reform Bill, which is now before them. The principal alterations proposed are that the electoral districts shall be henceforth simple, instead of mixed, and that the taxes—on which the right of voting is based—shall be generally diminished, whilst the maximum for the country will be fixed at £28.

On the 12th of April an International Agricultural Exhibition will be opened on a very large scale. The members of the Royal Family will present many golden and silver awards to the exhibitors, besides considerable sums of money.

It is rumoured that Mr. Kramer will be appointed Secretary-General for the Department of War, whilst Mr. Wintgens will be installed as Judicial Adviser. These appointments are very popular in some quarters.

We are anxiously awaiting some indications of the new political programme. The differences between the Liberal members are by no means solved, and it is still uncertain what course will be decided upon.

An immense sensation has been caused here by the arrest of the secretary of the Amsterdam Canal Company, who has embezzled a considerable capital belonging to the company.

Business on Changi is very dull. There is plenty of money, but, by a general want of confidence, by which both trade and speculation are checked.

Transactions in the several articles of Colonial Produce have been very satisfactory, though demand has prevailed only for immediate wants and export. The public sales have shown a good result, and trade in general looks very healthy. Prices, however, remained unaltered.

## Literature.

*A Visit to Japan, China, and India*, by R. N. FOWLER, M.A., F.S.A. London: Sampson Low and Co.—The best we can say of this little book is, that it does not contain more blunders than must of necessity be made by any one who undertakes to write about such countries as China, Japan, and India, after a visit of a few weeks. The contents would make a very good series of letters to private friends; but, as Auguste Comte would say of them, Mr. Fowler's truths require verification. There is a pleasing naïveté about many of his statements which, if it provoke a smile at the author's simplicity, at least renders the book comparatively amusing. To take a few instances at random, we may mention that he informs us in one place, while describing his voyage from Shanghai to Hong Kong, that "the North Saddle light is seen on the other bow front on which it is visible coming from Nagasaki;" in another place, that "the French Municipal Council is elected by the nominees of the French Consul;" and in a third, he expresses his opinion, that "the natives of Canton and Swatow would suffer from the cold winter in New England and New York." Mr. Fowler was apparently not informed by the "leading" merchant (whose name, by the way, he gives *sans cérémonie*) that the "Boys" who waited upon him at Shanghai, where the winter is ordinarily as severe as in America, came up from Canton, and that thousands of Cantonese live permanently in the northern ports.

*The Barton Experiment*, by the Author of "Helen's Babies." London: Sampson Low and Co.—The above work will be perused with interest. It is written in a telling and earnest manner, not, as the authoress says in the preface, as a finished romance, or even an attempt at one; but because it has seemed to the writer that if American people could behold some of the men who have astonished themselves and others, by their success as reformers, individual effort would not be so rare in communities where organisation is not easily effected. The moral of the story is against drinking, gambling, and the like vices; and we make no doubt that it will be productive of much good, by calling attention to many errors committed by reformers, whose zeal often outruns their discretion.

*Street Life in London*. By J. Thomson, F.R.G.S., and Adolphe Smith. London: Sampson Low and Co.—This book promises to afford a most valuable insight into a class of persons constantly around us, but of whom, though we move in their midst, we know but very little. If it is true that one half of the world does not know how the other half lives, this book, bringing before us not only in the excellent photographs which form its substratum, but also in its admirable and lifelike sketches, both the appearance and the ways of those described, will do much to make us acquainted with many classes of whom we now know but little. The subjects embraced in the first part (under notice) are London nomades, London cabmen, and Covent-garden flower women.

*Notes on the Colony of Victoria*. By H. H. Hayter, Government Statist. London: Trübner and Co.—We have received a copy of the above-named valuable statistical work, which contains the best and most reliable information on the subject treated. The Government of Victoria decided that with a view to giving as much publicity as possible to the contents of the Victorian Year-book for 1874 it should be reprinted and sold at a reduced rate, and Mr. Hayter has taken the opportunity to make some alterations in the text, and to change the name to that of the present volume.

*Cassell's Household Guide*. London: Cassell, Petter and Galpin.—A new edition in parts of the above valuable work is at present being issued. It is excellently got up, and contains much valuable matter. It is justly observed in the preface that the lesson above all others which is required to be learnt in the present day is that wealth is not necessarily found in the possession of a large income but rather a surplus after the income has been made to meet the necessary demands upon it. This book will aid greatly in attaining this desirable end.

A paragraph appears in this week's *World* stating that "the Standard is about to change hands;" that "the ostensible purchaser" is "an architect, well known in City circles;" that this well-known architect is "acting on behalf of a Conservative M.P.;" and that "the price paid" is "understood" to be "about £150,000." The *Standard* gives a direct contradiction to these assertions.

We have received a copy of the *Bulletin Trimestral de la Société Khediviale de Géographie* at Cairo, which contains some very valuable papers and maps, as well as an account of the proceedings of the Society. Among the charts is one of the course of the Nile in the region of the Great Lakes.

*Forage Plants*. By Thos. Christy, Jun., F.L.S. London: Christy and Co., 155, Fenchurch-street.—This little work is de-

voted to the exposition of the qualities of certain forage plants and shrubs calculated to prove of much service to home, colonial, and foreign cultivators. It contains some valuable drawings of the plants referred to.

The Emperor of Austria has conferred on Mr. Trübner, the well-known publisher of Ludgate-hill, the Cross of the Order of Francis Joseph.

#### MEETINGS OF SOCIETIES.

At the Statistical Society on Jan. 30, J. Heywood, Esq., President, in the chair, the paper read was "On the Recent Economic Progress of New Zealand," by Mr. A. Hamilton. A discussion followed, in which Sir J. Vogel, Dr. Guy, Sir J. Ferguson, Bart., &c., took part. One of the interesting points of discussion was as to the value of an adult male immigrant. Mr. Hamilton, in his paper, states that "The value of an immigrant in the community has been estimated in the United States at £166 13s. 4d." Sir J. Vogel stated that it had been estimated by a German authority that immigrants—such as those encouraged to go to New Zealand—were worth £200 each to the colony; but he himself thought they were worth more, and doubted the possibility of arriving at anything like a satisfactory estimate.

At the Society of Antiquaries on Jan. 25, J. Evans, Esq., V.P., in the chair, Mr. D. Mocatta exhibited and presented some drawings of the wall-decorations of Pompeii, which had been executed by himself and Mr. S. Burchell in 1829. What made them particularly valuable was the circumstance that Mr. Mocatta and his companion stole a march upon the *custodi* during their *sistid*, by clambering over the walls and copying the decorations at the most lately discovered and excavated part of that interesting city.

At the Royal Society on Feb. 1, Dr. Hooker, President, in the chair, papers were read "On the Mean Directions and Distribution of the Lines of Equal Barometric Pressure, and their Relations to the Mean Direction and Force of the Wind over the British Isles," by Mr. J. A. Broun, and "On the Meteorology of the Bombay Presidency," by Mr. C. Chambers.

At the Geological Society on Jan. 24, Professor P. M. Duncan, President, in the chair, communications were read "On the Question of the Glacial or Volcanic Origin of the Tachir Boulder-Bed of India, and the Karoo Boulder-Bed of South Africa," by Mr. H. F. Blanford, "On British Cretaceous Patelloid Gastropoda," by Mr. J. S. Gardner, and "Observations on Remains of the Mammoth and other Mammals from Northern Spain," by Mr. A. L. Adams.

At the Society of Antiquaries on Feb. 1, F. Ouvry, Esq., President, in the chair, Mr. G. W. Marshall exhibited and presented three rubbings of the coffin-plates of Lords Kilmarnock, Balmarino, and Lovat, taken by the late Sir H. Nicolas. Dr. Marshall also exhibited a chalice—the bowl of silver, the stem and foot copper gilt—of Italian work of the fifteenth century.

At the Archaeological Institute on Feb. 2, C. T. Fortnum, Esq., V.P., in the chair, allusion was made to the loss sustained by the Society, and the archaeological world in general, by the death of Mr. J. Burt, the late hon. secretary. A paper was read by Mr. C. Davey, "On the Roman Villa recently Discovered at Wantage." Its resemblance to similar structures at Silchester and Wheatley was remarked. No Mosaic tiles were found, but a rare gold coin rewarded the exertions of the explorer.

At the Linnean Society on Jan. 18, Prof. Allman, President, in the chair, a memento of the Polaris Expedition was exhibited by Mr. R. I. Lynch. This consisted of a pot of growing wheat, which had been sown and raised from the grain left in Polaris Bay, 81° 38' N., by the Americau Expedition. Captain (Sir G.) Nares, in a letter to Dr. Hooker, states that the grain had been exposed to the winter's frost, 1872-6; but, notwithstanding the intense cold it had been subjected to, the above sample, grown at Kew, gave sixty-four per cent. as capable of germination. A grain of maize among the wheat, which also sprouted, possessed even greater interest, inasmuch as being a truly tropical plant. The amphibious and migratory fishes of India formed the subject of a paper by Dr. F. Day. He first instanced many forms which respire air direct, can live for long periods after their removal from water, and are but little affected by a bandage being placed round their gills, preventing the use of these organs. He alluded again to those fishes that bury themselves in the mud; to the so-called showers of fish, some of which have descended patrid; and other singular phenomena.

#### Miscellaneous.

##### THE GEOGRAPHICAL SOCIETY.

At the meeting of the Royal Geographical Society, in the Hall of the University of London, Sir Rutherford Alcock in the chair, Lieutenant General R. Strachey delivered a lecture on "Scientific Geography," the paper read by him being an introduction to a course of such lectures to be given by the Society. He remarked that not merely the elements, but a very fair knowledge of scientific geography might be obtained by students who would devote their energies if they had not

the time to enter fully into the subject. He asked them not, because the subject was believed to be one entailing devoted application, to entertain objections to a teaching of scientific geography in an ordinary education. It was a fair privilege of the Royal Geographical Society to remove, or endeavour to remove, such objections. Scientific geography taught man his proper place in the world, what he was, when he was descended. Lieutenant-General Strachey then, dividing his lecture into subjects, proceeded to show the progress of geographical science from its discovery, which, he thought, might be left with Babylonia and Egypt, to the latest contributions to that science by the Arctic Explorations of Sir George Nares. He dealt with the contributions to that science afforded by instruments and maps, the latter having, it is believed, been first prepared by Anaximander, the Milesian. The magnetism of the earth—the extent of the earth having been, it was said, first determined in the first century B.C.—was known to have been discovered by Gilbert, and in these days of iron ships the scientific determination of its attracting power was of the highest importance. Dealing with the ocean, its depths, circulation, &c., Lieutenant-General Strachey said that science led to the computation that the highest point of the earth from the sea level was less than the depth of the sea from its level, and the earth could be submerged up to its highest point without any appreciable difference in the level of the ocean. Meteorology was the most backward of all sciences, and the causes were not far to seek. There was nothing apparent, the changes were numerous, and ever continuous, and what was believed might be said to be nearly empirical. Touching on the discovery of continents, islands, and land in its geographical relation; on the mineral constituents of the earth; on the volcanic action and interior of the globe, which, if liquid, as some believed, must, General Strachey thought, be at least enclosed by 100 miles of earth crust; on the atmosphere and the distribution of heat on the earth, in respect of which it had been suggested that actual displacement of the earth's axis must explain the many variations of the temperature to which we were subject; the winds and fall of rain, the regions of ice and glaciers, the distribution of vegetable life and animal life in the present and past; the lecturer concluded by detailing the value of scientific geography in ascertaining what were the races of men, the regions they had inhabited, &c. Their descent was like that of the rest of the animal world—from a common ancestor of their kind—and the monuments of Egypt, which took us back perhaps 7,000 years from this time, marked but a brief stage in that journey through which our race had come down from our "four-handed progenitors." Lieutenant-General Strachey said we were greatly indebted to Professor Darwin for his valuable discoveries and explanation of the different forms of our life, and every fresh discovery seemed to tend to indicate the truth of Professor Darwin's theory. The lecture closed with a cordial vote of thanks, proposed by the President, to Lieutenant-General Strachey.

Prior to the lecture there was a discussion on a motion which had been brought forward at a previous meeting, and a minute of the Council of the Royal Geographical Society was read, pledging them to make full investigation into the complaint which had been made as to the non-admission of visitors, &c., on a special occasion.

##### THE WOOSUNG RAILWAY.

The *Engineer* has the following with reference to the Woosung Railway:—Even if we omit to consider the possible mercantile importance to England of the successful introduction of railways into China, the fact of the introduction and now un molested working of a Western innovation of such wide-spreading sequence, into a country so opposed to anything not originating with itself, is a matter of much interest. It has not been altogether plain or easy sailing on the part of those who have secured this result, nor has it been possible to obtain it without taking an oil in some cases where an inch was given. The line connecting Shanghai and Woosung, a distance of ten miles, on a gauge of 2ft. 6in., has now been for nearly four months in continuous and successful operation. The Chinese Government has now, after purchasing the line and rolling-stock, issued a proclamation to which is appended some rules, to be "strictly observed by foreigners and Chinese," by which it is officially made known that the first instalment of purchase-money became due on October 31, 1876, and the second instalment a year after. Having thus become owners of the railway, the Government in the proclamation say, "The payments being thus left outstanding, it was considered only fair that during the interval the company should be left the option of running the trains." The Chinese Government have thus acted fairly towards the English company, at the same time that they have secured the line to themselves, and time not only to test its working, but to allay any native prejudice. The promoters of this, the first Celestial railway, could not, of course, have wished for anything more propitious than this purchase of their line, for even without the knowledge which subsequent experience of its working has given them, they might most reasonably hope that, when once in Government hands, the line would be looked upon as favourably by the governing classes as it has always been by the people, and that a fair trial would ensure its permanency and early extension. Recent experience has proved the correctness of this view, a regular passenger service having been organised with trains running both ways between Shanghai and Woosung every second hour, and calling at two intermediate stations. The rolling-stock at present in use is constructed to carry about 150 passengers, but travellers are so plentiful that there is often a large crowd awaiting the departure of the train, and as many as 210 passengers are often carried by each train.

##### CLEOPATRA'S NEEDLE.

The public are to be congratulated that, owing to the munificence of a private individual, the splendid obelisk presented to the British nation by Mehemet Ali will before long ornament the Victoria Embankment. It was something of a national disgrace that parsimonious considerations so long operated to prevent the conveyance of Cleopatra's Needle to England, and those who have now obliterated this stigma merit the thanks of the public. Mr. John Dixon has been labouring in the good cause for many years, with disinterested exertions. On: by one he triumphed over every difficulty—their name was legion

—except the financial, and this he now surmounts by the liberality of Mr. Erasmus Wilson. That eminent surgeon has, we are informed, promised to pay the entire cost, estimated at £10,000, of removing the obelisk to England, on completion of the work. Mr. Dixon in the meanwhile accepting all the responsibility and risk. As the Khedive has given permission for the removal of the huge monolith, contingent on the willingness of the English Government to accept its custody, we may expect the work to be taken in hand without delay.

In 1852 the obelisk was examined by Mr. Scott Tucker, and a small fragment was brought to England and presented by him to the British Museum. In 1867 the subject of its removal was again brought under the notice of the Government, in consequence of a notification from the Khedive, who had let the land on which it stood to a Greek merchant; and as he found that the obelisk was a tenant that paid no rent, he desired its absence, and in default of that buried it under the earth. But the question of its removal was again brought forward in 1876 by General Sir J. E. Alexander, and there is now every prospect of its being removed and being placed on an appropriate site on the Thames Embankment. The removal is to be undertaken by Mr. John Dixon, civil engineer, who, assisted by his brother, Mr. Wayman Dixon, proposes the following means of transporting this shaft of granite:—The sand is to be cleared away and the obelisk set square parallel with the existing sea-wall. An iron cylinder, finished off to a chisel edge, with sufficient diaphragm to give it strength, is to be constructed round the obelisk, which is to lie in the long axis of the cylinder and to be wedged and calked where it passes through the diaphragms so as to divide the cylinder into water-tight compartments. The cylinder is to be 95 ft. long by 15 ft. diameter, and will have a draught of 9 ft. of water when afloat. All being riveted water-tight, it will be rolled into the sea and across the sandy bed of the water till it floats. It will then be turned over and the man-holes at the top opened and about thirty-tonnes of ballast to keep the ends vertical, so as to act like stem and stern. It will then have two bilge keels, a rudder, light spar deck, mast, and long sails attached, and be provided with an anchor and good chain cables, and, if necessary, a pump in case of leakage. The cylinder ship will then be fit to go to any port of the world with its freight, and in any weather. The cost of this operation will amount to about £3,000. The obelisk in its case will be towed over during the summer months and laid aside the Thames Embankment on a platform properly prepared for the purpose and lifted high enough to clear the parapet, and the bilge keels and other additions being stripped off, the cylinder will be rolled to the proposed site and then stripped off the obelisk, which will lie ready to be elevated to its pedestal, an operation which will be simply effected by means of a few balks of timber and two small hydraulic rams. The whole cost is not to exceed £10,000, and that of the obelisk at Paris is said to have been £80,000.

Such are the means proposed by Mr. Dixon for the transport of this obelisk to England. The entire height from the base to the apex is about 68 ft. 5 in.; it is 6 ft. 11 in. at the base and 4 ft. 9 in. under the pyramidion. Four notches are in the corners of the base to hold tenants or cramps by which it was supported on its pedestal, or on some objects which stood on the pedestal, but what they were is quite uncertain. They have been observed by different persons who have described the obelisk. The obelisk of Alexandria is the ninth in height of those known, and, although two of the faces have suffered by exposure to the sea, the hieroglyphic inscriptions are distinctly visible, and will, no doubt, be more so when the monolith is set upright, when there will be more shadow to throw them out. The mode proposed by Mr. Dixon for effecting its elevation on its pedestal is much more simple than that of Fontana, who transported and set up in its present position in Rome the obelisk which had been removed from Egypt by Caligula. Fontana effected the transfer by a complex system of 100 captains, 800 men, and 80 horses, and this was considered at its time, A.D. 1588, a marvellous feat of engineering. The erection of the obelisk of Luxor in the Place de la Concorde at Paris was accomplished by the architect Le Bas in 1833 by means closely resembling those employed by Fontana. English engineering proposes to effect the same object with a less cumbersome apparatus, and all the more powerful and simpler appliances of the 19th century.

#### THE TREASURES OF MYCENAE.

Dr. Schliemann, writing under date Athens, February 1, reports to us some new discoveries at Mycenae. He says:—"My Engineer, Lieutenant Vasilius Drosinos, of Nauplia, having returned on Sunday, the 21st of January, to Mycenae, in company of a painter who had to make for me a painting of the five sepulchres, he (Drosinos), in verifying the plans he had made for me, thought he recognised immediately outside the southern part of the double parallel row of large slanting slabs, another tomb, bordered to the north by the cyclopean wall which supports the said double row, to the west by the large cyclopean house so often mentioned in my letters to *The Times*, and to the east by the natural rock, which is here only 3 ft. high and vertically cut. I had excavated this place to a depth of 26 ft., without noticing that there was a tomb, because its north side is cut hardly 1 ft. deep into the rock, and on the south and west sides it is not rock-cut at all. But since my departure from Mycenae the heavy rains had brought to light the edge of the rock-cut north side, and my engineer, having noticed this at once suspected that another sepulchre was hidden there. The first blow of the pickaxe brought to light the bottom of the tomb, for the depth of the rubbish left in it did not exceed eight inches. With the second blow a golden vessel came to light, and in less than half an hour the following objects were gathered:—1. Four large golden goblets with two handles—the one being 7 2-10 in., the other 6 4-10 in. in height; each of the eight handles is ornamented with a dog's head. The four goblets probably weigh about 4 lb. 2. A small golden vessel only 2 in. high. 3. A golden sealing-ring of the same form and size as those I have discovered in the fourth sepulchre; the seal represents in magnificient intaglio the following objects:—To the left from the spectator a palm-tree, under which is sitting a splendidly dressed woman, stretching out her left hand, and holding her right on the knees.

Before her stands another woman, who extends both hands towards her. Behind the standing woman stand two much taller women in magnificent dresses, of whom the one offers three poppies to the seated woman; the other tall woman holds similar poppies in her hand. Beyond the two tall women stands another woman, and a sixth woman stands behind the palm-tree, and extends both hands towards the sitting woman. Just above the seated woman, and the tall woman who offers her the poppies, is some curious emblem resembling the double shield of the warriors on one of the gold rings of the fourth tomb. To the right of the palm-tree appears the sea, from which rises the sun in full splendour, the rays being represented with infinite art. Near the sun rises the crescent of the moon. On seeing this marvellous ring, we involuntarily exclaimed,—"This ring must have been seen by our friend Homer, before he described all the wonders which Hephaestus wrought on Achilles's shield." 4. Another golden ring of the same shape, but smaller; it has apparently been much used, and of the six objects which are engraved on the seal, only three cow-horns can be distinctly seen; the other three objects cannot be distinguished. 5. Five golden rings without seals. 6. A similar one of silver. 7. A small golden wire, on which sits a golden lion. 8. Seven objects of round gold wire of spiral form. 9. Four objects of quadrangular gold wire, of spiral form. 10. Fourteen round golden beads of a necklace. Later researches have proved that the sepulchre, too, contained bones and ashes. The Mycenaean antiquities can leave no doubt in the mind of any one that the Right Hon. W. E. Gladstone was perfectly right in maintaining that Homer was an Achaian."

#### THE ANTHROPOLOGICAL INSTITUTE.

At a meeting of the Anthropological Institute, among other interesting papers some very remarkable flint implements from Honduras were exhibited and described by Lord Roschill, F.S.A. The series consists of some thirty specimens, chiefly spear-heads of unusual size and beauty of workmanship; but others merit especial notice from their strange shapes and skilful chipping, whilst some may be considered as unique. One of these, seemingly a rude model of the human form, is 12 1/2 in. in length by nearly 6 in. in breadth at the foot, and in perfect preservation. Another is a snake-like weapon with two pointed ends and alternate indented and serrated edges on the sides, and is 14 1/2 in. inches in length by 3 1/2 in. in its central and extreme breadth. A third resembles a huge horseshoe with dentated disc; and several other rare or unique types are represented in this little batch of newly arrived flint treasures. Their interest in the eyes of antiquaries is enhanced by their identity of material and workmanship, as also in general idea and place of discovery, with those belonging to the original find of Captain Stott about eighty years ago, in a cavern near the Bay of Honduras. These latter are in the British and Blackmore Museums, and a few other specimens in private collections; but the selection of implements exhibited by Lord Roschill are fully worthy of their predecessors, and will form a valuable addition to the material records of prehistoric art from this interesting locality. Messrs. Evans, Frank, and Blackmore, Colonel Lano Fox and Professor Boyd Dawkins, with other gentlemen interested in the subject gave their views regarding the age, object, and peculiarities of these remarkable flints.

Mr. Alexandria correspondent of the *Daily News* gives an account of the discovery of new cotton plant, which he thinks is destined in a very few years to create quite a revolution in the cotton agriculture and business of Egypt. It was discovered on the cultivated property of a Copt in the Menutia district about two years ago. The new plant bears on an average from 45 to 50 pods, whereas the usual cotton plant averages from 25 to 35. The yield of the former has been from 9 to 15 cantars per feddan; the yield of the latter is usually from 4 to 9 cantars. The crop is thus doubled. For sowing, too, a smaller quantity of the new seed is required. The only drawback to the new plant is that it requires more water, and that the soil is thereby impoverished.

FOREIGN CONSULAR APPOINTMENTS.—The *Gazette* signifies the Queen's approval of the appointments of Mr. Paul Koop as Consul at Akyab for the Emperor of Austria; Mr. Victor Robcis Borghers as Consul at Gibraltar for the French Republic; Mr. Ambrogius Povah Ambrose as Consul at Port Louis, with jurisdiction in the island of Mauritius for the King of Italy; and Mr. James H. Williams as Consul at Sydney for the United States of America.

THE FRENCH COMMERCIAL TREATY.—The subject of the renewal of the French Treaty is now engaging the attention of the Foreign-office, and we learn that a series of interviews or conferences on the subject have lately taken place between M. Gavard, a representative of the French Government, and deputations from various Chambers of Commerce. M. Gavard has promised to put his Government in possession of the views of these bodies.

THE TREASURY.—Mr. Harvey, of the Paymaster-General's office, has been appointed Assistant-Accountant to the Treasury, in the place of Mr. Skinner, who has been promoted to the Accountantship, in succession to Mr. Turner, now Accountant-General of Inland Revenue.

THE PERUVIAN CONGRESS has approved the Bill for bringing to Peru 100,000 immigrants from Europe to colonise the country lying near the principal Peruvian tributaries to the Amazon, but has thrown out by unanimous approval the proposal for bringing Chinese labour to Peru.

MR. HORATIO JAMES HUGGINS has been appointed Chief Justice at Sierra Leone. The chief previous appointment held by Mr. Huggins has been that of Acting Attorney-General at St. Vincent.

From the 1st of April, 1876, to the 10th inst. the Exchequer receipts amounted to £65,534,552, as compared with £65,076,508 in the corresponding period of the previous financial year. The expenditure has been £67,034,341. On the 10th inst. the balance in the Bank of England was £2,282,738.

The Chinese Envoy and their suite visited the Queen's Theatre on Friday night to see the new open "Biorn," accompanied by Dr. Macartney, the interpreters, and principal attachés.

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JAMES WEST, PUBLISHER,  
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## The London & China Telegraph.

LONDON: MONDAY, FEB. 19, 1877.

A JAPANESE student has written the subjoined characteristic letter in reply to some severe expressions which appeared recently in a paragraph in the *Daily News*. The writer of the letter is, at all events, the master of pretty vigorous English, and quite able to defend his own and his country's good name, so long as he avoids erring on the side of a little "too much zeal":—

It is my desire to reply in a few words to an article which appeared in the *Daily News* of 8th ult. on Japan. It was with the greatest surprise and grief that I read it—surprised that such an unfair and uncalled-for attack on the Japanese nation should have found a place in your paper (generally so liberal and just in its dealings with foreign questions), and grieved that any Englishman should be capable of such wilful misrepresentation and illiberality. The very commencement of the article shows that the writer either has some secret grudge against the country, or is one of those ultra-Conservatives who feels that a reformation in any other country than his own is a thing to be avoided on political grounds. It is surely the height of injustice to judge of a nation by six of its dethroned princes, and to predict for thirty-six millions of people a fatal future by the acts of six. As well might England be accused of all the atrocities of the police columns of its daily papers; perhaps with even more justice, since the Japanese papers are the only means by which Englishmen can get at the life of the nation, and these are few. Europeans who have resided in Japan, one and all, give favourable reports both of the progress of the new Government and of the tractability of the nation. I was not aware before I read this article that civilisation was an art peculiarly adapted to one nation rather than to another, and I think it is the first time that I have seen openly advised a retrograde rather than a progressive development at the pain of utter annihilation. Surely the writer must be the greatest pessimist. I feel it unnecessary to reply to the individual and malicious charges made against my nation. I can only repeat that they are unworthy of an Englishman—the comparison of the Japanese reaction to the Turkish reform is ineffably weak; but it is so far of value to us to show the extent to which the writer grasps his subject.—I am, &c., LERZOR TAKATSU INOUE.

To this the Editor replies as follows:—

Our correspondent has misunderstood the drift of our article. We looked on the six princes, not as samples of their highly-civilised race, but as exceptions to it.

It is evident, therefore, that the *Daily News* contributor meant what he said only in the Pickwickian sense of the words; so it is to be hoped that all parties are satisfied.

THE Shanghai correspondent of *The Times* gives a piece of information which would appear to raise a serious difficulty with respect to the proposed revision of the Treaty, as regards Lekin dues. He states that the other "foreign" ministers at Peking refuse to recognise the right of the Chinese to levy Lekin on foreign goods at all, and that "the American Minister has led the way in notifying that on" and after Feb. 13, as stipulated in the Convention, lekin "shall not be levied on foreign imports within the limits of the foreign settlement; but his notification is understood to be accompanied by a protest against the contrary position." The precaution may possibly be wise; but it is probably superfluous; seeing that, as we explained in our issue of Jan. 26, "the right to levy Lekin in defiance of the transit pass regulations is not in reality recognised by the Convention." It seems to be overlooked that there are a large number of goods in the foreign settlements designed to be sent into the interior, not under transit pass, upon which the levy of Lekin or other tax outside the settlements would be perfectly legal, and the words which have caused so much trouble can clearly only imply an admission of the right to levy Lekin dues upon such goods, and not upon those which are already exempt according to the Treaty.

The Messageries Company have made arrangements that the alternate steamers of their line—i.e., those not in connection with the branch steamer to Calcutta—will call, during the north-east monsoon, at Colombo, in addition to Point de Galle. The steamer which left Marseilles on the 11th inst. will call at Colombo, as also that leaving on the 11th March; and those on the return voyage, leaving Shanghai on the 16th February and 16th March, will also call at the above-named port. It is not anticipated that the change will materially lengthen the voyage. The present step is to some extent experimental; but the service to Colombo by the alternate steamers will, if it proves successful, be resumed on the change of the monsoon in October.

IT is certainly very significant as to the value of the outcry made by those who are prepared to see lions in the way of every improvement in China; that, while pamphlets are being issued here to show the incalculable injustice which is being inflicted upon the Chinese by the Woosung Railway, the latest news from China is to the effect that the line is being worked satisfactorily, carrying large numbers of passengers, and being likely to pay a good dividend.

WE understand upon good authority that Sir THOMAS WADE is engaged in preparing a memorandum explanatory of the various points in the Chefoo Convention; and that these explanations will in all likelihood be published in Blue-book form in due course. Up to the present no intimation has been given as to whether the Government will formally ratify that document.

KUO-TAH JEN, the Chinese Envoy, his associate LIU, and a large portion of the junior members of the Embassy, accompanied by Dr. MACARTNEY, the English Secretary of Legation, visited Madame TUSSAUD'S Exhibition on Wednesday, and expressed much admiration of the life-like effigies. We trust that figures of the Envoys may ere long find their way among the numerous celebrities at this popular exhibition.

AT a levee held Thursday at St. James's Palace by H.R.H. the Prince of WALES, on behalf of Her MAJESTY, LI SHU-CH'ANG, secretary, and FUNG-YIH, LIU-FOO-YE, and CHANG-SSU-HSUN, Attachés, were presented. Sir THOMAS WADE and Sir RUTHERFORD ALCOCK were among those who were present at the levee.

THE entrance of Ceylon, the Straits Settlements, and Labuan into the Postal Union will take effect from the 1st April.

### THE JAPAN INSURRECTION.

THE accounts of the recent insurrection contained in the papers received from Japan by the last mails are sufficiently alarming, but we have good reason to believe that the fears which are expressed by the Yokohama papers, and which to a certain extent are shared by our correspondent there, are not warranted by the facts of the case. The impression among the foreign communities is that the outbreaks which have taken place among the farmers are in themselves a new insurrection, and have no connection whatever with the recent rising among the adherents of the native gentry, which was fortunately so speedily put down. This view, however, we have very good grounds for stating is founded upon a misconception, those best conversant with the facts being of opinion that in reality the recent disturbances in the agricultural districts were nothing more than an after-wave of the original and larger outbreak. Up to the present time no telegrams of any importance regarding the agricultural risings have been received either in official or other well-informed quarters; and there is, therefore, good reason to conclude that nothing of a serious character has as yet occurred. A telegram received on the 14th in Paris speaks of a rising among the Satsuma clan; but it is not regarded as important; and, as the Yokohama correspondent of the *London and China Telegraph* points out, there can be no doubt whatever that "the Government which was strong enough a few weeks previously to suppress a rising of armed, intrepid and organised samurai,

" backed by the powerful if secret influence of nobles and " gentry, who remained quiet in appearance while all the " moral support they could give was given to the movement, " will find it easy to suppress disquiet among undisciplined " and half-armed peasants." This would no doubt account for there being no further intelligence of moment on the subject ; and it is probable that the Japanese Government have found means to make short work of the recent disturbances. There is, however, good reason to believe that, though the land-tax is made the excuse for rising, the revolt of the peasantry has been in reality excited by the ancient gentry and the other adherents of the old régime in Japan, who look with disfavour upon the new order of affairs, and are willing to resort to any, even the most desperate, measures to oppose it. The traditional ground for popular opposition in Japan as in China, and, indeed, in all countries, is the cry of over-taxation ; and this has naturally been raised upon the present occasion ; but that the real cause of the difficulty is the antagonism among the old nobles and gentry there can be little question ; and though a civil outbreak upon any grounds is to be deplored, the recent insurrections assume a very different aspect in reference to the future prospects of maintaining order in the country when this fact is borne in mind. Were it true, as it would appear upon a superficial view of recent events, that there was a wide spread feeling of discontent with the present Government in consequence of oppressive taxation, grave fears might with justice be felt for the future, as a cause such as this would be of a permanent nature and of a character difficult to deal with. But however strong the antagonism of the nobles and gentry may be, it is quite certain that the Government is in a position to meet any opposition that may arise from that source, and the feeling itself is one which is certain to diminish in intensity as time goes on. It is satisfactory, therefore, to be able to believe that there are no very strong grounds for apprehending lengthened difficulty in Japan ; but while this is a subject for congratulation, we would still urge upon those in authority the necessity of exerting the great powers which they possess with moderation. No doubt every attempt will be made by the discontented gentry to get the masses of the people on their side, and it is the obvious policy of the governing party to prevent their doing so.

#### TAXATION IN CEYLON.

ATTENTION has been drawn in the House by MR. POTTER, M.P., to the question of taxation in Ceylon. The hon. member, being evidently under the impression that it was an abuse that any tax should be placed upon rice, asked the Under-Secretary for the Colonies whether any steps were being taken to abolish the duty upon the imports of that article into the Colony. The reply was that a Commission had been appointed by the local Government in Ceylon to inquire into the question, and that no action could be taken by the Government until the report of that Commission was obtained. The subject is also being considered in Ceylon in its general bearing, an invitation having been made by the Government there, by means of a notice in the *Ceylon Observer*, for opinions respecting the collection of the grain-taxes. The nature of the financial resources of Ceylon make it a matter simply of impossibility to give up the rice-tax, which constitutes something like a half of the entire revenue of the island. No doubt it is to be regretted that a prime necessary of life such as this should have to be taxed both as an import and by tythes levied upon that grown in Ceylon, and we should gladly see some reduction on the present somewhat heavy tax of 7d. per bushel. At the same time it is to be remembered that the large mass of the population of Ceylon are of such a class that it is impossible to get at them in any other way than taxing their food—their dress, habitations and real and personal property put all together consisting of little more than Adam and Eve wore in Paradise. The taxes existing are not considered grievously burdensome ; and until the natives are more advanced in civilisation than they are at present, it will be impossible to obtain the revenue in any other way than that in which it is at present levied. It has been proposed to substitute a land-tax for that on rice ; but, apart from the fact, that indirectly, a land-tax is as much an impost on the food

of the people as one directly levied upon it, before such a tax could be raised it would be necessary that a general survey should be made, which would be a work of considerable time. The probability also is that the natives would object much more to a new form of tax than to one with which they are familiar, even if the latter were somewhat more burdensome. We shall look with interest for the report of the Commission on this subject. We may take this opportunity of calling attention to the very heavy tax upon plumbago, upon which the Government levy the export duty without reference to quality, thereby pressing severely upon the lower kinds.

#### NOTICE OF ABANDONMENT.

IN our last issue we gave the report of a case of special interest to readers in Singapore, Saigon, and Hong Kong, as the facts which gave rise to it arose in those places, but also of much importance to mercantile communities, as containing a warning with reference to the sale of vessels on account of the underwriters, which it is very necessary should be borne in mind. The case in question, *KALTENBACH v. MACKENZIE*, arose in consequence of the ship *Admiral Prolet* having struck in 1871 near Saigon, and having been sold there, on behalf of the underwriters, by the representatives of the plaintiff's firm. There appears to be little ground to doubt that, taking into account the difficulties of repairing such a vessel there, the agent was justified in selling her, the surveyor having given it as their opinion that the vessel would cost more to repair than her value when the repairs were finished. The lucky Chinaman, however, who purchased her for \$1,600, managed to get her slipped along the coast to Singapore, where another enterprising son of Ham bought her for \$2,500 ; and having had her repaired, has since had her engaged in the coasting trade. Upon these facts the underwriters resisted the claim for the amount of the insurance, the grounds of resistance being first that the facts did not justify the abandonment of the ship to them ; and secondly that they were not liable, as no notice of abandonment had been given. As already observed, the circumstances seem fairly to justify the abandonment, but the fact that no notice was given to the underwriters is, according to the Chief Justice, fatal. Notice of an appeal has been put in ; but upon general grounds, as well as on that of the authority attaching to so definitely expressed an opinion as that given by the Chief Justice, we make little doubt that the judgment already given will be upheld. The two elements necessary to make the underwriters responsible for constructive total loss are that it will not pay to repair the injured vessel, and that notice of abandonment be given to the underwriters. The latter is obviously only a reasonable provision of law to secure *bona fides* in such cases ; and, although the point is of a technical character, we must admit the underwriters in this case were justified in making it ; and trust that the prominence with which it brings forward the necessity of giving notice of abandonment in cases of constructive total loss will form a useful warning generally to avoid so serious an error.

#### THE CHINESE IN CUBA.

THE report of the Cuba Commission to inquire into the condition of Chinese coolies on the plantations there, which was originally made over two years ago and was reproduced about a year back, has again been dragged before the public in an article in the *Saturday Review*, where the obvious exaggerations and misstatements in it are treated as "Gospel." In reviewing the second report, issued as far back as July last year, we pointed out that the Commissioners were only six weeks in Cuba, and that the report purports to give the gist of an amount of evidence which it would be completely impossible to take in that space of time. The depositions were avowedly taken in lumps, such as the evidence of CHIEN and 170 others, and of HSU-LU-SHENG and ninety-eight others—and consequently could not have been sifted in any way. This fact is, however, now completely lost sight of, and the article in the *Saturday* is followed up by a letter in the *Globe* from MR. HENRY STUART FAGAN, who, pointing out the severe ill-treatment to which the coolies are subjected, and adding that,

"in spite of great obstruction from the Cuban planters" the Commissioners succeeded in taking 1,176 depositions "and received eighty-five petitions signed by 1,660 coolies" (all in six weeks, be it remembered!), urges Mr. GLADSTONE to take up this sad case in Parliament." We are not disposed to deny that the unlucky Chinese coolies in Cuba suffer many wrongs upon the plantations; but if anything is calculated to prevent those wrongs ever being redressed it is the grossly and palpably exaggerated account of them given in this report. The sum and substance of this question can be stated in a few words, and we cannot but reiterate what we said when treating the subject on receipt of the official report, that is in July last, namely, that the Macao emigration being swept away, the next stage of reform clearly rests with the Chinese themselves and their authorities, and that "all attempts that may be made abroad will as surely prove useless unless the Chinese devise some means of preventing men from being deceived into making contracts to serve in countries where they cannot feel sure of receiving fair treatment and adequate protection."

#### THE PROLONGED WAR IN ATCHIN.

It really seems incredible that the Atchin War should have been dragging its slow length along for four years; incredible because the appliances of modern artillery give to the trained forces of a European State an overwhelming advantage in a contest with a petty semi-civilised native race. "If 'twere done then 'twere well when 'tis done" "twere done quickly" is a maxim which the GARNET WOLSELEYs, the COLBORNEs, the NAPIERS, and all the leaders of our own "little" wars in recent years have kept well in view; but not so the torpid Hollander. To them "the bitter end" in Sumatra is still far off; the Panglimas, Tankus, and Rajahs hold out in their mountain passes; disease strikes down the soldiers in the Dutch camps; blood and treasure are wasted, and trade is sacrificed to the love of inaction. While at the Hague a party political strife rages over the origin, causes, and conduct of the Atcheen difficulty, Messrs. VAN DE PUTTE and VAN SWIETEN being attacked and defended by rival pamphleteers with an energy which affords a singular contrast to the indolence displayed at the actual seat of the war. The news made public in Batavia informs us that "the Raja of SIMPANG OLIM has fled and has been deposed, and a reward has been offered for his apprehension. TUNKU MUDA ANGKASA has been murdered by hirelings of the Raja of SIMPANG OLIM. The headmen and people of Simpang Olim are well-disposed. News from the North Coast satisfactory." An additional company and troops was to be despatched to Simpang Olim. The foregoing, of course, is the Dutch official version; and little as we know of the actual state of affairs, of the interior geography of the Atchinese dominions, or of the precise extent to which the Dutch have obtained a footing in the country, we see at any rate that some provinces are still holding out, some chiefs are resisting. Warfare is going on, the fighting party have—as we know—appointed a new Sultan, and the Dutch are not strong enough to protect even their own professed allies among the Malay rulers from being put to death for having co-operated with the Hollander. It is a very cruel thing to see this misery, chaos, anarchy, and confusion prevailing when two months' effective action on the part of the Dutch commanders might at least restore order, peace, and commerce. Cultivation must be very much at a standstill; and permanent habits of predatory warfare are being formed among the Malay hill-men, habits from which it may be difficult to wean that labour-despising race when peace is at last re-established.

What correspondence may have passed between our Foreign-office and the authorities at the Hague, on this Atcheen question, since the Conservatives came into power, we cannot tell; possibly, if we knew the true history of events, we should find that the Straits Government has made some report or representation on the matter. At any rate, we do not forget the warmth with which Lord BEACONSFIELD and the Earl of DERBY took up the subject and discussed it in the very heat of the last general election, so that it would be strange indeed if they have ignored it altogether since they have guided the reins of our policy

broad. We certainly think that—considering how we abrogated our treaty with the SULTAN of ATCHIN (a treaty under which we had secured his independence, and bound the Dutch to let him alone)—and how we did this without a word of previous notice to the SULTAN, and indeed without having consulted him in the matter, or relieved ourselves from our obligations—some member of the House of Commons would do good service by moving for copies of all recent despatches and reports relating to the affairs of Sumatra, which our Administration may be able to furnish, and by the light of these documents it might become clear that the direct interference of Lord DERBY, in insisting that Holland should summarily grant the Atchinese people terms of peace, and allow commerce and cultivation to be carried on as before, would be not merely a desirable step, but a step which gave promise of success. A petition to Parliament from the British mercantile community in the Straits would be of use in getting something done.

#### THE INDIA AND CHINA BANKS.

The telegraphic summary of the result of the half-year's working of the Hong Kong and Shanghai Banking Corporation, which we give in another column, will be perused by many of our readers with great satisfaction. Although, as we predicted in our issue of October 5th, 1875, when commenting upon the report which was issued after Mr. MACLEAN had gone out on his tour of inspection, the heavier difficulties against which the Bank has had to labour were known for some time past to have been surmounted, few can have anticipated so good an outturn for the working of the last half-year, as is shown by the report under notice. The figures indicate that the total earnings have approximated to 29 per cent. on the capital; and another important feature telegraphed is that the directory has been strengthened by the Hon. W. KESWICK, of Messrs. JARDINE, MATHESON, and Co., and Mr. E. TOBIN, of Messrs. GILMAN and Co. While congratulating the shareholders upon these facts we think we may take some credit to ourselves for having at the time (namely, in March, 1875), when we considered the Bank to be in danger, stated our opinions in an unmistakable manner, and urged the necessity of a thorough reorganisation of the institution. The energetic manner in which its affairs were taken in hand was however, later on fully recognised in these columns; and after the publication of Mr. MACLEAN's Report, above alluded to, we expressed our opinion that there had been no hesitation in thoroughly sifting the affairs and putting them upon a sound footing. We said:—"The task of righting matters was not an easy one, and any hesitation in placing the worst before the shareholders would have been fatal to its success, and would, in fact, have been only a repetition of the mistake previously made. Fortunately, the requisitemental courage has been displayed, and we make little doubt that the shareholders will ere long have reason to congratulate themselves upon the firm position which has been adopted." This result is now fully realised, and we are also glad that the course which we thought it necessary to recommend, of having a total change in the direction and management, has been followed. Part of the satisfactory results above noticed are no doubt attributable to the success which has attended India and China banking generally. If we glance at the quotations of shares of the leading English institutions, the Agra, the Chartered Bank, the Mercantile, the Hong Kong and Shanghai, and the Oriental, we find we have a satisfactory rise to note in all. Comparing the quotations in July last with the present, a rise is found varying from 25 to 50 per cent.; even the old established and steady Oriental showing the former advance. The general nature of the improvement in the shares in India and China banks points to a common cause, and one that may be fairly presumed to be a cause of a permanent character. Although the present advance is due in part to the unusual fluctuations in Eastern exchanges, which afforded opportunities for very good operations to many of the banks, there is no doubt, that the position of Eastern banking generally has improved; that the India and China banks may, thanks to the telegraph, be congratulated upon being no longer subject to the heavy losses which in former years

so often occurred, but may now be reckoned as almost a thing of the past, and that there is now every probability that financial business with the East will continue upon a sound and paying basis.

#### THE FRENCH MERCANTILE MARINE.

Some valuable statistics on the above subject have been given in the *Économie Francaise*, by M. Clapier, late Deputy for Marssiller. He says that, taking the steam shipping into consideration, France occupies the second position in Europe as to her mercantile navy, and the reason for her being so much inferior to Great Britain is her being too backward in adopting the improvements of modern science. The steam fleet numbers 350 vessels, of 307,841 tons, strongly built and well provided. The necessity for substituting steamers for sailing vessels consequent on the opening of the Suez Canal is dwelt upon, and passing to the traffic with the Far East, he says there remains, as a field for the extension of French trade, the extreme East—India, China, and Japan—and it is in the commerce with those countries that the inferiority of France is most apparent. England imports from India alone for a value of 775 millions of francs, from Ceylon 89 millions, from Hong Kong 20 millions, besides her trade with Australia, the Mauritius, and the Cape of Good Hope. The United States have very extensive relations, and Russia carries on important exchanges. Even France, under the old monarchy, imported to the amount of 35 millions, and exported for 17 millions. At present her trade with China amounts only to 88 millions of imports, of which 83 are for silk, and 8 millions of exports; with Japan to 16 millions of imports, of which 13 are for silk; and with India to 130 millions of imports, of which 40 millions are for cotton and 32 for oil seeds; and the exports amount to only 8 millions. The Suez Canal, although a French work, is only made an insignificant use of by French navigation. In 1874 only 87 French vessels passed through it, and of those 25 were Government vessels and 52 subventioned steamers, leaving 10 vessels only for free Merchant Shipping. It is, therefore, towards the extreme East that the movement of expansion, which is the vital condition of the regeneration of French Shipping, must be directed. The situation of French Commerce in India M. Clapier describes as deplorable. At Bombay, a city of 600,000 inhabitants, the head of most of the lines of railway, there is not a single French house, no regular line of French steamers touches there, not a single French ship entered the port in 1875, and the trade with it, which does not exceed 60,000 tons annually, is entirely carried on by English steamers touching at Marseilles. At Calcutta there are only two or three French houses; in 1875 only three French vessels visited that port, while 25 foreign vessels, measuring 26,000 tons, came into French ports from Calcutta, besides 15 foreign vessels, and not one French, from Kurrachee. At Shanghai an English town has grown up as it by enchantment, while the French quarter is deserted, and two vessels only arrived in France from that port. The countries of the extreme East are, therefore, those to which all efforts to develop French Commerce should be directed. To attain that end, association is first necessary. Steamers cannot go about, like sailing vessels of old, seeking for freight from port to port; they must have a fixed destination; a freight must be ready for them, so that no time is lost; there must be fuel provided for them on the spot, and an establishment to receive their cargo. For steamers, regularity is as necessary a condition as rapidity, and that can only be attained with a powerful organisation and permanent agencies. Such agencies, in their turn, are only possible with large fleets and great companies, for which capital, and, in a larger degree, credit, are indispensable. To obtain the credit required M. Clapier proposes the foundation of a great establishment lending on mortgage to Shipping at 7 or  $7\frac{1}{2}$  per cent., but of which interest the Government would take to its charge the difference, above 4 per cent., for all vessels navigating beyond the Suez Canal or the Cape of Good Hope.

#### THE EGYPT OF TO-DAY.

Egypt of the present day (the high road to the East) possesses the most interesting combination of the ancient and modern. Whilst the Nile and the cities of the days of Pharaoh remain, we have at Alexandria and Cairo the introduction of modern streets, houses, hotels, and gardens similar to quarters in the Champs Elysée and Pall-mall. This forms a contrast at once striking and novel, not to be witnessed in other parts. We cannot help thinking that passengers to and from India and China make a mistake in "passing by" these places on their route. At the new quarter of Cairo we have in the Esbekieah the gardens of fashionable promenade, with bands of music daily, while around are the modern palaces, the opera, as large as Covent Garden, theatres, music saloons, hotels, cafés, and arcades, and wide boulevards well lighted with gas. Besides "Shepheard's Hotel," known to travellers in the old times of caravan

across the desert, there are the "New Hotel," a spacious building of some 700 feet in length, the "Hotel de Nile," and the "Oriental Hotel," all affording very satisfactory accommodation. The Cairo of to-day has museums, libraries, geographical, and kindred societies, clubs, carriages for fashionable drives, in addition to the inevitable donkey-boy and Baksheesh institutions of Egypt, forming an agreeable pastime. As to the donkeys, they are the best educated animals in the world, quite unlike the species in England; they afford the most convenient means of getting about in a climate which, from October to March, is perhaps the most perfect in the world, bright and clear, tempered with a cool breeze and about three days' rain in the whole season. This alone is a sufficient inducement to spend a while in Egypt. The railway system, in addition to the lines between Alexandria, Cairo and Suez, includes many other sections in Lower and Upper Egypt. A line of about fifteen miles long just now open to the sulphur baths of Helouan, where there is a capital hotel and a rising town, which, in a few years, will become quite a large and fashionable watering-place. The sulphur spring has been found a very effectual agent in the cure of pulmonary and other diseases.

Other lines are now under consideration, and when the finances of Egypt admit they will be completed. We may mention that General Marriott, who held an important post on our Indian railways, has lately been engaged by the Khedive to assume the post of Chief Director of Egyptian Railways. Steamers for expeditions up the Nile start once a week under the charter of Messrs. Thomas Cook and Son, and the travellers by them give a very satisfactory account of the conduct of these trips. They are for a fixed sum, about £50, carried over the most interesting parts of the Nile Valley, furnished with good food and accommodation, dragomans, donkeys, and all appliances, without any sort of trouble or expense beyond the stipulated sum, and what is very important, tourists are brought back in the prescribed number of days. Cairo has been described by a traveller as follows:—

The city lies before you like the thousand little turrets of a Gothic edifice, at the foot of a steep whitish mountain, flanked by a citadel of towers and white domes, in the Turkish taste. On one side, towards the mountain, is the desert, in all its aridity and desolation—its loneliness increased by the City of the Tombs, with its streets, and houses, and quarters, and palaces, but no living inhabitants except reptiles and solitary birds—immense vultures perching on the minarets like the vedettes of this melancholy population. On the other side, towards the Nile, are fields covered with brilliant verdure, and at certain periods with charming pieces of water, the remains of the annual inundation, sparkling like mirrors in the midst of the greenness. Between these two contrasting scenes stands the city, perfectly in harmony with this singular landscape, an immense assemblage of edifices with flat unlined roofs, blackened by smoke and covered with dust; here and there a new edifice, white and sparkling, upsprings amidst the mass of grey houses and narrow dark streets, where the dirty, though brilliant and many-hued crowd are ceaselessly stirring. From the dust and blue smoke a thousand minarets rise into the free air, like the palm trees from the gardens, covered with airy Arabic ornaments, and encircled by their three galleries. It is a fine spectacle, that may well excite a painter's enthusiasm.

Cairo, like most parts of the world, has its English and American churches, schools for natives supported by the philanthropy of English and American people, conducted by self-denying persons from those countries. The most notable institution under English control is that of Miss Whately, which has about 200 pupils, taught in well-constructed school-rooms, and capable of extension if the subscriptions increase. Any well-disposed person can make a donation to the bankers, Messrs. Barclay, Bevan, and Co., Lombard-street. The chief American schools are under the superintendence of the Rev. Dr. Lansing, assisted by Mrs. Lansing and a staff, which includes operation in many other parts of Egypt. It is under the Board of Foreign Missions in Philadelphia. One branch, under the care of Miss Smith, for girls, sadly requires a better school-room, and we can heartily recommend contributions for that purpose, which may be forwarded to the Rev. Dr. Lansing, Cairo. All these establishments are doing a good work.

Homeward bound passengers who have not passed through the Suez Canal should land at Ismailia, on the Canal, instead of Suez, from thence take the rail to Cairo, and afterwards on to Alexandria. All steamers change pilots at Ismailia, and a small steamer comes off, in which passengers can land. Passengers in a feeble state of health will do well to stay a while at Suez, the salubrity of the climate being very efficacious, and the Suez Hotel is a well conducted and comfortable house.

Owing to the late crisis in the monetary affairs of Egypt, the Khedive has at the suggestion of Mr. Goschen, the representative

of the bond-holders in England, increased the number of English officials in the administration of affairs; and a correspondent of *The Times* writing from Cairo a description of a reception by the Khedive gives the following interesting particulars:—

What most struck an English eye at the *Levée* was not, however, the variety of dress and colour. The number of English faces was more interesting than any picturesque effect. The increase of the English element in the public administrations of the country in the past year has been remarkable, and England is now as much in the ascendant as last Spring she was out of favour. We have, too, a good character in the country. The French, our rivals here since the days of the first Napoleon and the battles of the Nile and Aboukir Bay, are individually more popular. Their language is the language of the Court and of society, and they do not suffer from that angularity of character which gives to most Englishmen abroad an appearance of stiffness and unsociability. But the French, as a nation, invariably insist on a recognition of their greatness wherever they go; their motto is "*Il faut se faire voir*;" and this affection of superiority jars on the pride of an Oriental, who likes to be treated as a gentleman and an equal. An Englishman, on the other hand, does his work quietly, as well as he can, and, in a matter of course, not much caring what people think of it; and, although the Frenchman has a quicker and more logical mind, and does what he has to do with superior neatness and rapidity, the Englishman makes up by his strong common sense for his want of logic, and for his slowness of thought by the thoroughness of his work.

The number of our countrymen in the Egyptian public services cannot, therefore, be a matter of surprise. The Army is the only service where our nationality does not appear. The superior officers are mostly Americans. Southerners, who sought service abroad when the North carried the day. In the Admiralty administration there are an English Post-captain (Admiral M'Killop Pacha), a Commander (Morcey Bey), and at least a dozen smaller officials. At the Treasury there is Mr. Romaine, ex-Secretary of the Admiralty, and ex-Judge Advocate-General in India, now English Controller-General of Taxation in Egypt. He is soon to have a colleague in the English Commissioner of Public Debt, and the two offices will require many minor appointments. At the Public Works there are engineers whose names is legion, and of varying capacity, from Mr. Fowler, the Khedive's consulting engineer, and Mr. Anderson, the manager of his sugar factories, down to the drivers on the railway between Cairo and Alexandria, and the engineers on the big steamers that run to the ports on the Red Sea and between Alexandria and Constantinople. In the Education Department we have now Mr. Rogers, whose knowledge of the language of the country, its customs, and its people will make him invaluable as a fellow-worker with M. Dor, who has worked long and ably in the establishment of a European system of education throughout the country in connection with that already at work in the two capitals. The railway system of the country is to be placed by the Goshen arrangement under an administration of which General Mariott, an Engineer officer well known to Indian officials, is president. An English colleague remains to be appointed, and our two countrymen, with a Frenchman and two natives, are to have complete control of every railway in the country. In the telegraphs we have two English superintendents—Mr. George, and Mr. Giborne, both names well known to telegraphists. At the Post-office we have Mr. Caillard, who a year ago was a clerk at St. Martin's-le-Grand, and is now our Postmaster-General, and one of the most esteemed of the Khedive's officials. In the new judicial system we have an Appeal Judge and a Judge of First Instance, and their strength has recently been increased by the promotion of a countryman to the Judicial Bench at Ismailia.

It will be seen by this that English influence in Egypt is making very decided progress, and in the event of a war between Russia and Turkey the Egyptians are prepared and expect an English occupation to protect our interests in the Suez Canal. It will not only be necessary to protect what we now hold in the Canal, but we must look to the improvement and more efficient working of the Canal. The large increase in the number of vessels now passing through causes detentions inflicting a serious loss on the owners. While the passage ordinarily occupies the daylight of two days it is often prolonged to double that time, owing to the insufficient means and appliances for "passing." This delay is increased by vessels grounding, or colliding, and remaining fast in the fair way, causing the stoppage and deadlock of all other steamers, which on some days during the past month numbered twenty-seven. The portions of the Canal between the sidings, too narrow for passing, must be increased and embanked with stone facings. The French pilots do not perform their work in a satisfactory manner, and many of the accidents are attributable to this cause. There are many vexatious hindrances in the observance of the rules and regulations of the directors of the Canal Company, which, we believe, would be obviated, or considerably reduced, if the administration was more in the hands of Englishmen, whose traffic amounts to three-fourths of the whole. One of the most vexatious delays is the stoppage for re-measurement of vessels that have passed through the Canal for years, and should be well known to the Canal officials. With the convention entered into by Colonel Stokes on behalf of our Government, by virtue of their holding 178,000 shares, out of a total of 400,000—for the abolition of the surcharge on vessels passing through the Canal of £3 per

ton, we may expect further steps in the way of control of the Canal. We may also look to the retirement of Monsieur de Lesseps as offering a convenient opportunity in this direction. There is some evidence that our Government is not vigilant in the exercise of its responsibilities by the fact that the shares lately drawn in accordance with Arts. 66, 67, 68, have not been announced.

In a late number we noticed that a dividend of £.28 per share would probably be paid on the capital, on account of the working of 1876. The total number is 400,000, of £.500 each, but the 178,000, bought by the English Government from the Khedive are not entitled to interest, according to this contract with the Company, until 1894. The traffic receipts of the Company from shipping during the month of December and for the entire year of 1876, compared with 1875 and 1874, is as follows:—

	Month of December.		
	1876.	1875.	1874.
Vessels ...	120	141	121
Tolls (francs) ...	2,589,000	2,720,567	2,415,410
		The year 1876.	
Vessels ...	1,457	1,494	1,264
Tolls (francs) ...	29,901,471	28,886,302	24,859,338

As an illustration of what may be done in the way of tours by the Egyptian railway, we extract the following from Cook's "Tourist in Egypt":—

Leaving Cairo the train is entered at Boulak-Dakrour station, on the other side of the Nile. Gizeh is first passed. Then amongst the wheat fields and palm groves the train speeds on, the Pyramids of Sakkârah and Dashoor are seen and left behind, and occasional views of the Nile and Arabian hills are enjoyed. Passing Bedreshayn, Kafrel-Jyat, and a few other places of little importance, where, at each halt, children cluster round (in spite of savage demonstrations from the officials), and offer for sale water, or bunches of beans, &c.; in about three hours El Wusta is reached. This town (fifty-five miles from Cairo) is the junction for Medeenah, the chief town in the Fyoön. Here the train from Upper Egypt must be waited for for some three hours; on its arrival the branch train is detached. There is a fine view from near the station of the False Pyramid.

The plain of the Nile is crossed nearly at right angles to the previous course, towards the gap seen in the Libyan Hills towards the West. For a time cultivated land is crossed; villages are seen with their palm-groves. One curious village, with innumerable pointed turrets for pigeon-houses, lies near the railway. After a time the cultivated land, influenced by the Nile, is left behind, and a few miles of desert crossed. "In scarcely more time," says a recent traveller, "than is required to write these words, we found ourselves in a bare yellow waste, and all the rich land of life lying in a diminishing belt behind us. Some low ridges soon hid it wholly from our view; a vast plain of gravel dotted with stony hummocks, and pools of sand where in living regions one would look for water, stretched to the sky on all sides. The air took on a sudden freshness and purity; the life within me beat more joyously from its contrast with the external lifelessness; it was the perfect atmosphere of the desert at last! But to inhale it, thus, from the open windows of a railway car, to see the yellow ridges appear, speed past and recede, while remembering the camel's pace, and the distant well, was to me something strange and unreal." As the train proceeds on its way, the blunt Pyramid of Illahoun, and the Pyramid of Hawârah rise in view. After a time stunted trees and grass in tufts are again reached, and at the borders of the cultivated land the train stops at El Elwa. Here in the proper season the sportsman may pitch his tent, and bag innumerable geese, ducks, snipe and quail.

From El Edwa a five-mile run along a level plain, amongst cultivated fields and gardens and villages, brings the traveller to Medeenah, otherwise called Medeenet-el-Fyoön, or Medeenet-el-Fares (City of the Knight). This town of about 8,000 inhabitants is situated on a branch of the Bahr Yusef (Joseph's river), so-called from a tradition (alluded to by Josephus), that it was constructed by order of the patriarch Joseph. But it was really a thousand years old at his time, though possibly some enlargement, or reconstruction under his viziership, may have originated the tradition. This canal, looking like a natural river, washes the walls of Medeenah, and winds along under the palms and acacias, leaving numerous laden barges and wherries on its bosom.

"Medeenah is not Cairo," writes the French artist, Paul Tenoir, "with its incalculable variety of buildings and costumes; it is a large provincial town, where there are few loungers, but where there is plenty of animation in the streets among the buyers and sellers of the cereals, and grasses of the country. An interminable bazaar, almost parallel with the canal, extends throughout the whole length of the town, and in it we recognise the crowding and the variety of the shops of Cairo on a reduced scale. But both the inhabitants and the traders have remarkable simplicity about them; soldiers in uniform mingle with the crowd and rather spoil the picturesque effect produced by the fellahs, each clad in a long single robe of blue material, gathered at the waist by a girdle, and wearing a white turban, and a simple cap of brown or white felt. The women of Medeenah are more pretty and less uncouth than those in other parts of the province. Many of them dispense with the traditional veil, which ought to leave only their eyes visible, and dress their hair tastefully and coquettishly, besides adding to their customary blue robe, silken scarves of various brilliant shades, and ornaments in gold and silver of the finest workmanship."

The inhabitants of Medeenah and, indeed, of the towns in the Fyoön generally, are, to a large extent, Copts. There is a school here in connection with the American Mission at Senoros.

The shapeless mounds which show the site of Arsinoë, or Crocodile,

polis, are to the north of the town. Here dwell the worshippers of the sacred crocodiles of Lake Moiris, in perpetual feud with the people of the neighbouring city of Heracleopolis, where dwell the worshippers of Ichneumon. Of the famous Labyrinth little but the site now remains. To visit this object of interest (over six miles) a guide is requisite. Broken columns and fragments of granite sculpture whisper of the former glory of this renowned pile. The buildings formerly extended 1,150 feet by 850 feet, surrounding an open area 600 feet by 500 feet. "Its primary conception," says F. B. Zincke, "had been that of a place of assembly for the Parliaments of Old Egypt. At that time one of the courts, to which were attached 250 chambers—half being above ground and half below ground—appears to have been assigned to each of the twenty-seven departments of the Kingdom. Each of these chambers was roofed with a single slab. No material but stone had been used throughout the structure. The pillars were monoliths of red granite, and of a limestone so white as to have been mistaken for Parian marble, and of so compact a texture as to have received a good polish. The sculptures of the courts and chambers were singularly bold and good. Those of each court and the connected chambers had reference to the history, the peculiarities, and the religion of the department to which it had been assigned. Beside the chambers were numerous halls, porticos, and passages. The area of the roof, composed of the enormous slabs just mentioned, may have formed the actual place of assembly for the collected deputies of the departments. On the north side stood the pyramid in which was buried Amenemha III, who, if he had not originally designed the Labyrinth, had at all events been its chief constructor, for his escutcheon is frequently found in the existing remains."

The Pyramid was cast in the white limestone used in the Labyrinth itself. When Herodotus saw this edifice it had been partially restored by the Dodecarchs, after a decay of some twenty centuries. It was once the grandest existing building in the world, the glory of the old monarchy, and the province which had been artificially created by the Bahir Yusef, as Egypt itself is naturally created by the Nile.

Lake Moiris was a vast reservoir of dammed-up waters, thirty miles in extent, which also awoke the astonishment of Herodotus. The site only is to be found. In this lake dwelt the sacred crocodiles. It also abounded in fish, from the pickling and salting of which a considerable revenue was derived, and assigned as pin-money to the Queens of Egypt.

The following is an example of the sight-seeing on the Nile excursions:—

#### THEBES.

At the village of Lezor is the anchoring-place where the steamer remains while tourists explore the glories of Thebes. The temple of Lezor is close at hand, and under its portico is the office of Mustapha Aga, the Consul for England and America.

Ancient Thebes occupied the whole plain now seen on each side of the Nile, but it was on the east bank that the chief portion of the city was situated, the western side being principally occupied by temples and palaces and the tombs of the dead. The city was never enclosed by walls, and Homer's "hundred gates" is suggested to have meant the portals of the palaces and temples, if it meant anything. But it is more consistent with the context to accept it simply as poetical imagery.

Thebes has always marvellously impressed the mind and imagination of travellers by its extent and the vastness of its monuments. There are temples whose front elevation was nearly a mile in length; fragments of colossal statues of dimensions truly enormous; colonnades that rose to over seventy feet in height. Not only do these ruins extend over the whole breadth of the Nile Valley, but on the sides of the surrounding mountains ancient remains lie in heaps, whilst tombs, still in good preservation, cover the western plain, and stretch far out into the desert. "It appeared to me," said Belzoni, "like entering a city of the giants, who after a long conflict had been all destroyed, leaving the ruins of their vast temples as the only proofs of their existence."

The plain of Thebes is thus described by Heeren:—"The whole valley of the Nile in Upper Egypt offers no spot so fit for the foundation of a large capital. The mountain chains—the Libyan on the western, and the other, usually called the Arabian, on the eastern side—retire here to such a distance on either side of the river that they leave a spacious plain on both banks, the whole breadth from west to east amounts to about three leagues and a-half, and the length from north to south is about the same. Towards the north this plain is again closed in by the near approach of the mountain chain to the river; towards the south, on the contrary, where the western chain continues distant from the river, it remains open. The plain, therefore, on which Thebes was built, though limited in extent, was yet sufficient to contain one of the largest cities of the earth. According to Strabo, there is no doubt but that the ancient city covered the whole plain. Thebes, therefore, was built on the two banks of the Nile, without being connected, so far as we know, by means of a bridge."

#### FIRE ASSURANCE IN JAPAN.

(To the Editor of the *London and China Telegraph*.)

Sir,—The cause of the disastrous fire at Yedo, which was lately reported in your paper, should be very carefully scrutinised. While houses and property in Japan in the occupation of foreigners are a fair risk for our home insurance-offices, I am of opinion that property assured by natives is a very bad risk, and should not be taken except under some exceptional circumstances. It is a risky business for our insurance-offices to give authority to their agents in Japan to accept them. The ordinary daily routine of Japanese life is such that fire is the normal condition, and to be indemnified, or possibly make "a good thing" of it, is a strong temptation.—Yours truly,

Liverpool, Feb. 11, 1877.

#### THE CHINA CONVENTION.

(To the Editor of the *London and China Telegraph*.)

Sir,—Two questions of importance to all interested in China are now being asked—Will the Convention lately concluded between Sir Thomas Wade and Li-Hung-Chang be ratified by our Government, and will Sir Thomas Wade return to Peking? It is rumoured that Sir Thomas will retire on his pension, and the selection of a successor is now engaging the attention of Lord Derby. It is very important that the selection should fall on a man possessing the power of resisting the tergiversation and procrastination of the Chinese. He must clearly define his demands, founded on an equitable basis, and once made they must be firmly insisted on. I am of opinion that the best man for Minister at Peking is one who has not had any previous career in China; his mind should be clear from all entanglements, and having a single eye to the rights and interests of British trade.—I am, &c.,

▲ CHINA MERCHANT.

London, Feb. 14, 1877.

#### Monetary and Commercial.

The London manager of the Hong Kong and Shanghai Banking Corporation has received a telegram from the head office Kong Kong, announcing that at the half-yearly meeting, held on the 15th inst., a dividend was declared of £1 per share and £300,000 added to the reserve fund, which now stands at £500,000. It is also notified that Mr. W. Keswick, of the firm of Jardine, Matheson, and Co., and Mr. E. Tobin, of Gilman and Co., have joined the board of directors. The dividend to the London shareholders is to be paid immediately.

At a general meeting of shareholders of the Singapore Tanning and Currying Company (Limited), held on the 6th ult., it was resolved that the company shall be wound up voluntarily, and that Mr. R. O. Bryce be appointed sole liquidator.

It is notified that the interest and responsibility of Mr. James Greig in the firms of Syme and Co., of Singapore, and Pitcairn, Syme and Co., of Batavia and Sourabaya, ceased on the 31st of December last.

In the Produce Markets most of the principal articles have remained in a dull, if not depressed, state, the demand for actual consumption being limited, whilst there has been an absence of speculative inquiry, and in many instances prices are lower. Tea has sold readily in auction at the reduced quotations recently established. Silk is very dull, and exhibits a declining tendency. Coffee is firmer, owing to a favourable result of the Dutch sale. Sugar is less active at the close. Catch has improved. Rice is flat, and cargoes of new crop Burmese have been sold at reduced quotations. China Galls have sustained a further decline. Gambier is also lower.

Mr. De Quetteville's Circular gives the subjoined as the current rates for documentary and private bills:—

	60 d./s.	30 d./s.	Demand.
Colombo	1/9 1/2 to 1/9 9-16	1/9 8 to 1/9 11-16	1/9
Singapore	4/1 to 4/1 1/2	4/1 1/2 to 4/1 1/2	4/1 1/2 to 4/1 1/2
Hong Kong	4/1 to 4/1 1/2	4/1 1/2 to 4/1 1/2	4/1 1/2 to 4/1 1/2
Shanghai	5/5 to 5/5 1/2	5/5 to 5.6	5/6 to 5/6 1/2

On the 14th inst. 17 1/2 lbs. (£175,000) of India Council Drafts were placed by the Bank of England, but only at a reduction of 3d. per rupee in the minimum. The amounts allotted were £137,000 to Calcutta, £36,000 to Bombay, and £2,000 to Madras, and tenders for bills on all Presidencies at 1s. 9d., and for telegraphic transfers at 1s. 9 15-16d., receive about 93 per cent.

The market for Bar Silver has been inactive at 57d., but at the close is firmer. Mexican Dollars have been sold at 57 1/2d. per oz.

During the month of January duty was paid in the United Kingdom on 14,016,318 lbs. of tea, and the sum realised was £350,407 19s. The lion's share of this was paid in London, the quantity on which duty was charged in the metropolis having been 11,029,731 lbs. Glasgow came next to London with 604,051 lbs., then Dublin with 48,2050 lbs., Belfast with 392,335 lbs., Leith with 294,484 lbs., and Liverpool with 224,372 lbs. Nearly all the tea exported from the United Kingdom last month also went from London, where this branch of trade appears to be mainly concentrated.

The following were the quantities of the principal dutiable articles withdrawn from the London bonded warehouses for home consumption during the week ending the 10th inst.:—Coffee, 544,241 lbs.; cocoa, 133,477 lbs.; tobacco, 844,948 lbs.; cigars, 19,922 lbs.; tea, 2,293,628 lbs.; wine, 167,952 gallons; brandy, 37,252 gallons; and rum, 36,188 gallons.

During the year 1876 the Pacific Mail Company carried the following quantities of merchandise from San Francisco to the ports specified, viz.:—To Hong Kong, 7,867 tons; Shanghai, 685 tons; Yokohama, 1,310 tons; Hiogo, 195 tons; Nagasaki, 133 tons—total, 10,190 tons. The amounts of treasure forwarded were: To Hong Kong, \$4,200,527; Yokohama, \$185,773; and Hiogo, \$118,233—total, \$4,589,533. During the same year the steamers of the O. and O.S.S. Company took away 12,562 tons of freight to Hong Kong, 590 to Shanghai, 827 to Yokohama, 149 to Hiogo, and 43 to Nagasaki—total 14,171 tons.

FIRE.

The treasure exports by this line were \$4,627,287 to Hong Kong, \$245,362 to Shanghai, \$731,377 to Yokohama, and \$203,722 to Hiogo—total, \$5,800,818. Total merchandise exports by both lines, 24,361 tons. Total treasure by both lines, \$10,399,351.

The half-yearly dividend due on the 1st of March on the Chilian Government Five per Cent. Loan of 1873, together with £26,400 bonds of the loan, and £70,000 bonds of the Five per Cent. Loan of 1875, also drawn for redemption, will be paid on and after that date by the Oriental Bank Corporation.

The report of the London and Hanseatic Bank (Limited) shows a net profit of £23,031 10s. 7d. A dividend of 3s. 6d. per share has already been paid, and a further 5s. 6d. per share is announced, making 6s. per cent. for the year, while the reserve is increased to £27,000 by the addition of £6,956, and £1,090 is carried forward.

The report of the West Riding Union Banking Company for the past year states the net profits at £42,121. An *interim* dividend of 10s. per share absorbed £10,000 of this last August, and it is now proposed to pay a further dividend of 20s. on the old shares, which will take £20,000. In addition, £3,349 is to be devoted to interest on the instalments of the new shares paid, and £8,070 added to reserve, the balance going to pay income-tax.

The Leipsic Tramways Company announce the payment of a dividend at the rate of 5 per cent. per annum.

The report of the English and Australian Copper Company states that the profit and loss account for the year ending 30th June, 1876, shows a balance at the credit of £1,975, to which has to be added £16,834, the balance of profit on 1st July, 1875, making together the sum of £18,813. Out of this amount the twenty-fifth dividend of 2s. per share, and the twenty sixth dividend of 2s. per share, have been paid; and the directors now recommend a further dividend of 1s. per share, free of income-tax. The reserve fund remains at the amount at which it stood on 30th June, 1875, viz., £11,010, with the addition of a year's interest, £440.

A telegram has been received by the Fiscal Inspector in Europe of the Government of Peru, from the Finance Minister, announcing the confirmation by Congress of the supplemental memorandum, dated June 10, 1876, stating the manner in which the service of the external debt of Peru shall be provided for under the guano contract concluded on June 7 with Messrs. Raphael.

#### THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for January have been issued, and are no more favourable than those of many months past. The imports still maintain their ascendancy, showing an increase upon January, 1876, of more than 7 per cent., and that month in its turn showed an increase of 5 per cent. over January, 1875, so that this increase is a progressive one. On the other hand, the movement of the exports has been as steadily downward, the present return giving a decrease of more than 4 per cent. on that of last year, which was less by 2 per cent. than that of 1875, and by 14 per cent. than that of 1874. The value of the imports of foreign and colonial merchandise for the month amounted to £32,899,380, against £30,673,747 in the corresponding month of 1876, and £32,375,675 in 1875. The principal increase has been in butter, coffee, cotton, and wool; the principal decrease in corn and wheat. The value of the exports of British and Irish produce for the month amounted to £15,946,080, against £16,654,512 in January, 1876, and £16,986,760 in 1875.

As regards exports cotton yarn shows an increase in quantity of about 12 per cent., and 2½ per cent. in value; cotton piece goods show an increase of 5 per cent. in quantity, but a decrease of 1½ per cent. in value; linen yarn shows a decrease of 29 per cent. in quantity and value; linen piece goods show only a nominal increase in quantity, but there is a decrease of 7½ per cent. in value; woollen yarn shows a decrease of 18 per cent. in quantity and 25 per cent. in value; woollen cloths show no change in quantity, but have decreased 11½ per cent. in value; worsted stuffs decreased 21½ per cent. in quantity, and 26 per cent. in value; coal, coke, &c., decreased 16 per cent. in quantity, but increased 11½ per cent. in value; iron and steel decreased 1 per cent. in quantity, and as much as 11½ per cent. in value. Among the imports raw cotton shows an increase of 37½ per cent. in quantity, and 21½ per cent. in value; raw silk has decreased 21½ per cent. in quantity, but increased 13 per cent. in value; wool increased 52½ per cent. in quantity, and 48½ per cent. in value; sugar increased 22 per cent. in quantity, but as much as 57 per cent. in value; tea increased 3½ per cent. in quantity, and 5½ per cent. in value; coffee increased 16½ per cent. in quantity, and 23 per cent. in value; cocoa increased 34½ per cent. in quantity, but as much as 93½ per cent. in value; rice decreased 47 per cent. in quantity, and 38 per cent. in value; wine increased 16½ per cent. in quantity, and 15½ per cent. in value; tobacco increased 41½ per cent. in quantity, and 29 per cent. in value; and wood and timber decreased 29 per cent. in quantity, and 40½ per cent. in value.

The movements of bullion show an import of gold of £614,000 during the month, which is about half that of January, 1876, and rather more than a fourth of that of January, 1875, and an export of £3,170,000, which is more than double that of the

previous year. Of silver we imported £1,746,000 and exported £1,460,000, both figures much in excess of the previous two years. The tonnage of vessels entered and cleared maintains its bulk pretty well, but the number and tonnage of foreign vessels is considerably less than for either of the two previous years, so that it is the aggregate of British ships' tonnage which maintains the total. As it is, the total tonnage from all quarters entered is 37,000 tons less than last year's, and the tonnage cleared 16,000 tons more.

The following is an extract from these Returns of the figures which refer to our export trade with China and the Far East:—

COTTON YARN.			
To	For the Month ended 31st January.		
China and Hong Kong	lbs.	1,148,100	1,133,000
Japan	"	1,286,500	1,186,400
Straits Settlements	"	130,100	145,900
Ceylon	"	23,700	16,000

COTTON MANUFACTURES.			
To	For the Month ended 31st January.		
China and Hong Kong	yds.	31,738,900	40,229,600
Japan	"	5,220,000	2,632,000
Philippine Islands	"	2,460,900	2,926,200
Java	"	4,013,600	3,205,300
Straits Settlements	"	6,262,300	7,874,500
Ceylon	"	3,250,600	3,816,300

WORSTED STUFFS.			
To	For the Month ended 31st January.		
China and Hong Kong	yds.	1,179,300	1,187,200
Japan	"	778,500	309,300

WOOLLEN AND WORSTED CLOTHS.			
To	For the Month ended 31st January.		
China and Hong Kong	yds.	135,900	181,900
Japan	"	5,800	7,100

#### BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Price.
JOINT-STOCK BANKS.			
£10	Agra	All	10 to 10½
25	Bank of Egypt	All	32 to 34
20	Chartered of India, Anat., and China	All	19½ to 20½
25	Chartered Merc. of India and China	All	2½ to 2½
20	City	10	13 to 14
100	Colonial	All	59 to 61
600fr.	Comptoir D'Escompte de Paris	All	67½ fr.
£2½	Hong Kong and Shanghai	All	33 to 35
50	Imperial	15	17 to 18
50	London and County	All	62 to 63
50	London Joint-Stock	15	47½ to 48½
100	London and Westminster	All	61½ to 63½
25	Oriental	All	43½ to 46½
60	Union of London	15	40½ to 41½
TELEGRAPH COMPANIES.			
10	Eastern Extension Australia and China	All	7½ to 7½
10	Eastern Telegraph	All	6½ to 7½
10	Great Northern	All	7½ to 7½
25	Indo-European	All	16½ to 19½
10	Mediterranean Extension	All	3 to 3½
12	Telegraph Construction Company	All	28 to 29
80	India-rub., Gatta-perr., & Teleg. Works	All	24 to 25
8	Reuter's	All	11 to 12
INSURANCE COMPANIES.			
100	Alliance Marine	25	19 to 20
80	British and Foreign Marine	4	8 to 9 pm.
80	Commercial Union	5	9 to 11 pm.
20	Globe Marine	4	4 to 4½ pm.
50	Hanic and Colonial Marine	5	
10	Imperial Marine	2	4 to 11 pm.
90	London and Provincial Marine	2	2 to 11 pm.
10	Mercants' Marine	2	43 to 45
50	North British and Mercantile	6½	2½ to 34 pm.
25	Ocean Marine	5	41 to 5 pm.
20	Thames and Mersey	2	10 to 11 pm.
20	Thetis Marine	10	
40	Union Marine, Liverpool	1	
90	Universal Marine	5	3 to 4 pm.
TEA COMPANIES.			
50	Assam	20	69 to 71
20	British India	All	6 to 6½
20	Oricing	All	16 to 17
10	Eastern Assam	All	4½ to 5½
20	Jordant, Limited	All	50 to 55
20	Do.	15	
10	Lehong	All	11 to 12
10	Upper Assam	All	5½ to 6
MISCELLANEOUS COMPANIES.			
20	Ceylon	10	11 to 10 dia.
20	Do.	5	
20	Do.	5	
20	Colonial	2½	9 to 7 dia.
5	Credit Foncier of England	All	13 to 14
10	General Credit and Discount	7½	54 to 61
10	Hong Kong Gas	All	16½ to 17½
10	International Finances	5	23 to 24 dia.
25	Nat. and Discont	5	10½ to 11
500fr.	Messageries Maritimes of France	All	630 fr.
£50	P. and O. Steam	All	39 to 41
50	Do.	10	8 to 6 dia.
100	Royal Mail Steam	60	57 to 60
500fr.	Suez Canal	—	665 fr.
£88	Amour River Navigation Six per Cent.	All	
924	Japan Loan, 9 per cent.	All	107 to 109
924	Do. 7½ per cent.	All	103 to 106

## ARTICLES OF IMPORT.

## TEA.

The supplies, both at auction, without reserve, and for private sale, appear practically unlimited, and offer a varied and desirable selection, including a large quantity of fine and finest black-leaf held since last August, and it will take distributors all their time to relieve importers of holdings before the new season comes round. Preparations for this are already being made by elaborate limits which, when the time comes round for buying in China, are invariably ignored and exceeded by at least 3d. to 4d. per lb. The range of prices ruling it would seem are satisfactory to buyers and consumers; home consumption increases, though chiefly for Indian leaf, and this fact goes a great way to explain the heavy stocks of China growth still held by importers, and not saleable, except at heavy loss on cost. The red-leaf crop is showing especially unsatisfactory results, prices being 3d. to 4d. lower than during October and November, an evidence of the rapid falling off in quality and the poor keeping properties in the leaf as now cured, to say nothing of the high prices paid the Chinese during these times of over production. The quotation to-day for good sound clean common is 8d. per lb.; but the best value offering is on tea at 10d. to 1s. per lb.; fine, at 1s. 7d. to 1s. 10d. per lb. Fancy Teas, Scented and Oolong have declined in value since the new year 1d. to 3d. per lb., the supply of Oolong of late being largely in excess of present wants, the consumption being a mere bagatelle, say about 1/2 per cent. of the total of tea used in this country, the crop this season being exceptionally good, but it has attracted special attention of late, competing with Canton Scented, and also Green Tea. Latest prices are 1s. 1/2d. to 1s. 4d. for good to medium, 1s. 5d. to 1s. 7d. for fine, and 1s. 8d. to 2s. per lb. for finest quality. Green: The use of this tea is undoubtedly gradually decreasing, and all grades but fine and finest Gunpowder and Young Hyson selling at extremely low prices, the difference between Nos. 1 and 2 Gunpowder ranging as much as 1s. to 2s. per lb.; Nos. 3 and 4 grades of the different classes do not sell for more than 7d. to 11d. per lb., affording the best proof that Indian Tea has interfered with Green. Indian Tea commands the market, the almost daily auctions being invariably well attended, and the offerings secured at prices that must make tea planting a splendid enterprise.

## SILK.

The Market has been very dull during the last few days, and in the absence of demand it is difficult to effect sales even at a further marked reduction in prices. The deliveries show a slight falling off, being from 1st to 14th inst. inclusive. China 964 bales, Canton 233, Japan 157. Total 1,354 bales.

Messrs. Arles, Dufour, and Co.'s Lyons Circular, dated 16th instant, says:—We confirm our advices of the 13th January. At that time it was expected that a settlement of Turkish affairs would lead to a general revival in business, but after the failure of the Conference such hopes were given up. In silk goods sales have been rather freer than in December, but prices obtained being comparatively much under those of raw materials manufacturers effected a further considerable reduction in the number of their looms. The consequence of this measure being a material saving of Silk, holders began to show more disposition to sell, and business done establishes now a reduction of £3 to £6, both on European and Asiatic sorts. As regards the latter, it must be remarked that throwsters, who, for some time past, have sold but scanty quantities of their produce, have kept entirely off the market; the chief business done consists in several thousand bales, particularly of Teatree, sold by small speculators and shipped to London. The reduction of the Continental stock, coupled with the moderate range of prices arrived at, gives now a firmer tone to the market.

## LONDON QUOTATIONS—FEB. 16.

CHINA.		
Teatree, No. 1	...	27s. 6d. to 28s. 6d.
" No. 2	...	26s. 6d. to 27s. 6d.
" No. 3	...	25s. 6d. to 26s. 6d.
" Red Peacock	...	21s. 6d. to 22s. 6d.
Yuenfa and Huinin, Nos. 1, 2, and 3	...	21s. 6d. to 22s. 6d.
Taysum Keying, Nos. 1, 2, and 3	...	19s. 6d. to 25s. 6d.
Long Reel	...	13s. 6d. to 16s. 6d.
Canton	...	15s. 6d. to 19s. 6d.
Chinese Thrown	...	18s. 6d. to 21s. 6d.
JAPAN.		
Maibhai and Sinch, Nos. 1, 2, and 3...	...	25s. 6d. to 31s. 6d.
Idai	...	(none)
Sodai, No. 2	...	23s. 6d. to 24s. 6d.
Ooloo, Nos. 1, 2, and 3	...	23s. 6d. to 29s. 6d.
Amatsuki	...	19s. 6d. to 23s. 6d.
Kakiduk	...	27s. 6d. to 29s. 6d.
Hatcho-gee	...	19s. 6d. to 21s. 6d.

**CORRECTION.**—The market has exhibited a fluctuating condition during the week although variations in value have not been extensive, and closing quotations do not vary importantly from those of last mail. Supplies having consisted chiefly of new crop Plantation Ceylon, interest has mostly attached to that description, which after selling readily at a further recovery of 1s. became flat and declined, owing to large steamer shipments from Ceylon, and increase of stock. Further fluctuations have since taken place, but a good demand has prevailed towards the close, partly attributable to the result of the Dutch sale of the 14th inst., which was more favourable than expected (good ordinary Java selling at about 58s., equal to about 88s. per cwt.), and prices are nearly 1s. higher for the fortnight. Native and pale kinds have been slow of sale at about previous rates. Closing prices are as follow. Plantation Ceylon, triage 84s. to 96s., common to fine colour small 100s. to 107s. 6d., low middling 108s. to 110s. 6d., middling 111s. to 113s. 6d., good middling to fine middling color 114s. to 116s. 6d., good to fine bold 117s. to 123s., peaberry 114s. to 118s., Native small 77s. 6d. to 78s. 6d., good ordinary 85s. 6d., fine bold 93s. to 92s. There has been no business in East Indian kinds other than Ceylon.

**CHINA STRAW PLATE.**—At public sale 338 bales were partly sold at previous rates, chiefly White coarse to medium £7 to £8 15s., good medium to good £9 to £10, fine and superior qualities £17 15s. to £24 6s., one lot £34 per bale.

**CHINA MATTING.**—430 rolls new offered by auction were sold, White 20s. to 22s. 6d., Red check 24s. 6d. to 27s., Fancy 28s. 6d. to 30s., a few 40s. to 43s.; Mats, Fancy 31s. to 34s. 6d., White 28s. 6d. to 30s. per roll.

**CHINA PRESERVES.**—200 cases Ginger, were bought in, Chyloong at 24s. per case, other brands at 6d. per lb.

**CUTCH.**—At auction early in the week, of 697 boxes Pegg, 150 boxes Elephant, Howdah and Flag BB, sold at 27s. 6d. At a subsequent auction 291 boxes Pegg (Engine over Bullock Bros.) met a good demand, and sold at advanced rates, commencing at 28s. and rising to 30s. 6d. for one lot, chiefly at 30s. per cwt.

**CANTHARIDES.**—Ten cases China were bought in, slightly mouldy to sound at 2s. 5d. to 2s. 9d.

**COCONUT OIL.**—Is quoted £41 10s. to £42 for Cochin, and at £37 5s. to £37 10s. for Ceylon in pipes; 15 hogheads Ceylon offered by auction were withdrawn, but 45 puncheons sold at £37 15s. to £37 10s.

**COTTON.**—A flat tone has prevailed, business has been on a much smaller scale, and prices have shown a downward tendency. In East India only small sales have been made, prices closing only 1-16d. lower, good fair Tianmivelli on the spot 8d., and afloat 6d. Americana has fluctuated, closing 4d. lower.

**DRAGON'S BLOOD.**—Of 25 cases lump 3 cases good sold at £14 5s. to £14 7s. 6d., the remainder, consisting of lower qualities, was chiefly bought in at £5 10s. to £8; 5 cases reed sold, fair at £9 15s., sea damaged 27.

**GAMBIER.**—Continued dull, and at auction of 536 bales block 200 bales sold before the sales, the remainder withdrawn. For arrival business has been done in distant shipment at 21s. 3d. ex ship.

**GUM COPAL.**—Of 635 cases and 21 bags Manila, chiefly ex Kate Carnegie, from Singapore, 150 cases and all the bags were sold, rather mixed hard at 25s. 6d. to 26s., soft yellow 18s., dark block 14s. 6d.

**GALLS.**—China are again lower, 100 cases having been sold at 58s., and 80 cases at 57s. per cwt.

**GUM BENJAMIN.**—Of 120 cases Sumatra offered 18 cases seconds mixed with dark sold at £6 15s., 1 lot £6 17s. 6d.; the remainder bought in at £7 10s.; thirds, 70s. to 75s.; fourths, 60s.; and 3 cases Siam block at £28.

**HEMP.**—Continues dull; about 500 bales Manila have been sold, fair roping at £28 to £28 10s.

**ISINGLASS.**—At the periodical auction Penang sold at previous rates for tongue, 2d. to 8d. lower for cake, but 3d. to 6d. higher for leaf. 37 cases 12 bags were sold, good tongue at 4s. 6d. to 4s. 9d., small pale at 4s. 3d., ordinary at 3s. 6d. to 3s. 11d., middling to good pale leaf at 4s. 9d. to 5s. 3d., low and ordinary at 3s. 4d. to 3s. 9d., cake at 2s. to 2s. 3d.; 5 bales manufactured Japan were withdrawn.

**JAPAN TALLOW.**—Of 99 casks offered 64 casks sold, fine rather dredged 40s. 3d., rather dark 39s. 6d., dark rather watery and partly rather dredged 39s., inferior 37s. 3d.

**JAPAN WAX.**—272 cases, chiefly squares, were held for full rates, and bought in at 40s. to 46s.

**MYRABOLANES.**—243 bags Ceylon sold at 13s. 9d. to 14s. 6d.

**ORCHELLA.**—42 bags good flat Ceylon sold at 46s.

**PEPPER.**—**Black:** At auction a total of 1,691 bags went off flatly, and with little demand, except on easier terms, the bulk was bought in; 849 bags Singapore bought in at 4d. to 4½d., except 150 bags which sold, fine sifted at 4 3-16d., first-class damaged at 3d.; 528 bags Penang bought in at 3d. to 3½d., except 165 bags damaged, which sold at 3d. **White:** In auction 470 bags Singapore met a better demand, and 300 bags sold, including 120 bags offered without reserve, at full rates, fair to good fair at 6d. to 6½d., good bold at 7d. Privately for arrival 50 tons Singapore, January–February–March shipment, have been sold at 6d. to 6½d.

**PLUMBAZO.**—At public sale 461 barrels Ceylon were mostly offered freely, and 370 barrels found buyers at about the former value, common dull lump 13s. 6d., middling dull and mixed small to good bright bold ditto 15s. to 17s., dull chips 9s. 9d., middling to fine bright chips 10s. to 11s. 6d., low dust 7s. 3d., ordinary to good bright ditto 8s. to 9s. 9d. per cwt.

**RATTANS.**—At auction, 68 tons Sarawak were bought in at £18 to £20.

**RICE.**—A further decline having been accepted for new crop cargoes, sales to the extent of about 9,200 tons have resulted at 8s. 3d. to 9s. 12,000 bags Necranie, indirect shipment from the Continent, sold to arrive at 9s. 9d. ex ship London.

**SPICES.**—**Cinnamon:** 20 cases China have been sold at 9½d. per lb. In auction, 705 bags Spurious Ceylon were sold without reserve, by order of the proprietors of Chamberlain's Wharf, at from 5s. to 15s. 6d., one lot 4s. per cwt. **Cloves:** 27 bags, 3 casks Amboyna withdrawn. **Nutmegs:** Of 14 casks 2 boxes Penang 3 cases 2 boxes sold, average 79 nuts to the lb. at 3s. 9d., 81s. at 3s. 8d. **Mace:** 6 cases good Penang bought in at 2s. 9d. to 2s. 10d., 7 cases red Java withdrawn.

**SAGO FLOUR.**—34 bags damaged sold at 12s.

**STICKLAC.**—163 cases Siam bought in at 60s. per cwt.

**SUGAR.**—Much dullness has prevailed, and with little demand for either low brown or better qualities business has been scanty and prices have exhibited a downward tendency. The following has been the business in East India descriptions:—On the 9th inst., in auction, 3,032 bags and mats low China were bought in at 11s. 6d. to 20s. Privately 3,750 bags unchewed Ilo Ilo sold at 21s. For arrival 550 tons China (Swatow) sold at 20s., also the cargo per the Annie Thurman, 2,400 baskets Java, Nos. 13 to 13½ at 32s. 6d. for France. On the 13th in auction 1,498 baskets 4,698 bags brown China (Shanghai) met little demand, and were bought in at 21s. to 22s., excepting 150 bags, which sold at 20s. 6d. On the 14th by private contract 3,032 packages (250 tons) low and very low China, ex the auction of the 9th, were sold at 18s. 3d. to 19s. 3d. per cwt.

**STAR ANISEEDS.**—Of 119 cases China offered 53 cases sen. damaged were sold, 1st class at 93s. to 93s. 6d., one lot second class at 88s. per cwt.

**TAPIOCA.**—Of 502 bags Singapore 172 bags small white sold at 2½d.,

the remainder, fine, bought in at 2d. *Pearl*: Of 429 bags only 100 bags sold, medium at 18s. 6d., bulets at 21s. 6d. *Flour*: 252 bags Singapore bought in at 1d., and 44 bags Penang at 1d.

*Tin*.—The market has exhibited little animation, and prices have been weaker. Closing quotations are:—Straits on the spot £73 to £73 10s. afloat, £72 10s. to £73; Banca £76; Billiton £74 per ton.

*TOBACCO*.—Of 20 bales Java, 10 sold at 6d., 39 bales Japan at 6d., damaged 5d.; 167 bales China, at 5d. to 6d.; and 40 bales ditto country-damaged 5d. to 5d.

### ARTICLES OF EXPORT.

#### WOOLLEN GOODS.—LONDON QUOTATIONS.

		s. d.	
HH Long Ells	...	33 0	per piece Scarlet
HH Spanish Stripes	...	3 0	" yard "
HH Camlets	...	66 0	" piece "
SS Lastings (6 reed)	...	59 0	" Gentian
H Do. (5 reed)	...	52 0	" "
HH China Figures	...	18 6	" Black
II Do. do.	...	15 6	" "
LL Do. do.	...	14 9	" "

#### MANCHESTER GOODS.

On the 10th inst. an improvement occurred in the market, which has since been fully confirmed, more offers being put forward, and at increased limits, the market being very firm, with a good demand, principally for 8½ Shirts, and a good business has been done, in some instances at slightly advanced prices. Yarns have been in better request, but the higher quotations asked have prevented business. At the close the market is quieter, there is less inquiry, and neither manufacturers nor spinners are so firm in their demands.

#### QUOTATIONS FOR CHINA GOODS.—F.O.B. IN LIVERPOOL.

Grey Shirtsines, in bales of 50 pieces. 38½/39 yards ss.

Chop.	Width	39 in.	39 in.	39 in.	39 in.
	Weight	5 4	6 0	7 0	8 4
Open	Ordinary	5 08	5 8 3-16	5 94	6 11½
Tree	Good Ordinary	5 21	5 9 11-16	6 04	7 2½
Pillar	Low Middling	5 34	5 11 3-16	5 81	7 11½
Leaf	Middling	5 64	6 0 11-16	6 61	8 1
Pagoda	Good Middling	6 29	6 9 3-16	7 09	8 4
Ostrich	Good	5 85	6 8 11-16	7 25	8 7
Horse & Jockey	Very Good	5 118	6 9 11-16	7 82	8 11½
Hand & Branch	Best	6 68	7 0 11-16	8 0	9 7

Chop.	Width	44½/45 in.	44½/45 in.	44½/45 in.	50 in.	51 in.	51 in.
	Weight	7 0	8 0	9 0	10 0	11 0	12 0
Open	Ordinary	5 83	5 7	8 18	9 16	10 10½	—
Tree	Good Ordinary	5 93	7 10	8 71	10 11	11 4½	—
Pillar	Low Middling	5 111	8 1	8 114	10 45	11 73 11 10½	—
Leaf	Middling	7 03	8 24	9 28	10 51	11 12 12 4½	—
Pagoda	Good Middling	7 21	8 4	9 84	10 62	12 14 12 6½	—
Ostrich	Good	7 32	8 5	9 10½	10 12	12 34 12 7½	—
Horse & Jockey	Very Good	7 65	8 7	10 14	11 02	12 42 12 12	—
Hand & Branch	Best	8 61	9 7	10 72	11 62	12 61 13 02	—

MADAPOLLAMS, in bales of 150 pieces. 34 yards ss.

Chop.	Width	32 in.	32 in.	32 in.	32 in.
	Weight	5 3	8 10½	10 3	12 12½
Open	Ordinary	—	—	—	—
Tree	Good Ordinary	2 4	11-16	2 10½	—
Pillar	Low Middling	2 6	3-16	3 10½	—
Leaf	Middling	2 6	11-16	3 10½	—
Pagoda	Good Middling	2 7	11-16	3 84	—
Ostrich	Good	3 0	11-16	3 62	—
Horse & Jockey	Very Good	3 62	8 7	4 12	—
Hand & Branch	Best	—	—	3 74	—

GREY T-CLOTHS, in bales of 50 pieces. 21 yards ss.

Chop.	Width	32 in.	32 in.
	Weight	6 0	7 0
Ordinary	—	—	—
Tree	—	4 8	5 3 9-16
Pillar	—	4 94	5 6 9-16
Leaf	—	5 42	6 9 9-16
Pagoda	—	5 3	6 0 9-16
Ostrich	—	—	—
Horse & Jockey	—	6 11 1-16	6 11 5-16
Hand & Branch	—	6 0 9-16	7 5 5-16
Crown	—	7 5 1-16	8 0 13-16

COTTON YARN, CHINA QUALITIES, in bales of 400 lbs.

Chop.	16/24	28/32	Mock—38/42.
	Width	Weight	Width
Common	—	—	—
First Seconds	—	10½	11½
Good	—	10½	11½
Best	—	11	12½
Mock Water	—	10	11
Do.	—	10½	11½
Do.	—	10½	11½
Do.	—	10½	11½
Do.	—	10½	11½

GYR JACQUETS, in bales of 150 pieces. 20 yards ss.

Chop.	Width	Weight	39 in.	39 in.	44 in.
			3	12-12½	12-12½
Horse and Jockey	Very Good	—	—	—	—
Horse and Branch	Best	—	2	8 1-32	3 8 1-32
Horse and Branch	Best	—	2	9 17-32	3 3 17-32

### Shipping Intelligence.

#### ARRIVALS.

Date	Ship.	Captain.	From	At
Dec. 22	Hilton Castle	Scott	Takow, for New York	Vaiparaiso
Feb. 7	Francisco	Barlier	Rangoon	Seilly
8	Grocers' Suit	Rubank	Batavia	Middleburg
9	Ocean Chief	Cook	Hong Kong	New York
8	Fortuna	Chiama	Rangoon	Falmouth
9	Quintember	Moreau	Singapore, for Hamburg	Do.
9	John N. Gamewell	Williams	Rangoon	Queensboro
10	Victor	Berry	Samarang	Do.
10	Dr. Meier	Sorensen	Do.	Do.
11	Glenfallach (s.)	Iversen	Batavia	New York
11	Clausion	Hogg	Shanghai	Liverpool
11	Desdenona	Rickaby	Akyab	Liverpool
11	Thorbeck	Klozen	Tjilatjap	Amsterdam
11	Celestial Queen	Watt	Mantle	London
11	Galatea (s.)	Bolome	Foochow	Do.
11	British Crown	Andrew	Hong Kong	Do.
12	Denuncia (s.)	Browne	Shanghai	Do.
12	Snowdon	Roberts	Bassein	Falmouth
13	Stollman R. Allen	Taylor	Bataria	Do.
13	Pees v. Ryckevorad.	Van Dooden	Passaroeang	Amsterdam
13	Bay of Bengal	Jones	Rangoon	Liverpool
13	Lewis M. Lamb	Williams	Penang	London
13	Zulzberg	Jacobson	Swatow	Do.
14	Duke of Abercorn	Dalyrymple	Hong Kong	Liverpool
14	Albatross	Richard	Hong K., for London	Benchy Head
14	Silver Eagle	Pierce	Cebu	London
15	McDerek	Minton	Hong Kong	Do.
15	Ruth	—	—	Do.

#### DEPARTURES.

Date	Ship.	Captain.	To	From
Jan. 31	Charter Oak	Staples	Yokohama	New York
Feb. 6	Clipper Ecuador	Blancheret	Batavia	Bordeaux
7	Mem (s.)	Kennedy	Bangkok	Port Glasgow
7	Glen	Major	Singapore	Cardiff
7	Alemania Victoria	Moens	Padang	Asterdam
8	Prov. v. d. Board Meath	Schneider	Soutraya	Do.
8	Collerstone	Blanche	Singapore	Liverpool
8	Express	Westenberg	Do.	Sunderland
9	Quinta	—	—	Cardiff
10	Martulon (s.)	Barlow	Rangoon	Glasgow
12	Glendur (s.)	Gilland	Shanghai	London
12	Leading Wind	Blackley	Hong Kong	Antwerp
14	Kingston (s.)	Chitham	Colombo	Cardiff

#### PASSED SUEZ CANAL.

Date	Steamer.	From	To
Feb. 11	Imbro	Cardiff	Singapore
11	Agamemnon	Liverpool	Shanghai
13	Viking	London	China and Japan
16	Rhodeshire	Do.	Do.

See *Shipping Postscript and Correspondents' Letters*.

#### LOADING.

At LONDON.—STEAMERS VIA SUN CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Argentino, Candia. For Penang, Singapore, Hong Kong, and Shanghai: Fleurs Castle, Glenearn, Scindia.

SAILING VESSELS.—For Yokohama: Caroline. For Hiogo: Sir William Wallace. For Shanghai: Belated Will, City of Aberdeen, Sir LanceLOT. For Hong Kong: Antwerp, Penrith, Erid, Osaka, Commissary, Scindia, Kainow. For Batavia: Valero, Emma. For Singapore: Berwickshire, Glenisla, W. E. Gladstone. For Penang: Wemyss Castle.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Anchises (str.). For Hong Kong: C. W. Cochrane, Lord Macaulay. For Manila: Gloria (str.), Estrella. For Batavia: Corea, XV. Marzo. For Singapore: Aleppo. For Anjer: Lottie Warren.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenagle (str.). For Shanghai: Isle of Erin. For Bangkok: Lyra. For Singapore and Penang: Janet Ferguson. For Colombo: Thomas Hamlin.

#### SPOKEN.

MAIDEN QUEEN, Sunderland to Padang, Dec. 24, 6 S., 29 W. HANNAH LAW, Cardiff to Hong Kong, Jan. 4, 17½ S., 32½ W.

JAN PIETERSZON KOEN, Ametin, to Samarang, Dec. 26, 4½ N., 23½ W.

JOSEPH BROWN, Sunderland to Singapore, Dec. 21, 28 S., 21 W.

IRIS, Hamburg to Hong Kong, Jan. 2, 22½ S., 28½ W.

HIGHLANDER, Boston to Hong Kong, Jan. 1, 23 S., 27 W.

H. C. SIBLEY, Java to Falmouth, Jan. 30, 36½ N., 37½ W.

EUGENIE, Batavia to Falmouth, Jan. 12, 7 N., 25 W.

DAWN, Singapore to London, Jan. 9, 35½ S., 21½ E.

GEDBROEDERS V. D. BEEK, Samg, to Middelburg, Jan. 11, 34½ S., 21½ E.

DUNNIKIER, Samarang to Cork, Nov. 11, 35½ S., 105½ E.

#### FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 47s. 6d. meat. To Hiogo: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 45s. weight, 40s. meat. To

Hankow: 70s. weight, 70s. meat. To Hong Kong: 45s. weight, 40s. meat. To Singapore: 45s. weight, 40s. meat. To Penang: 45s. weight, 40s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Hiogo: 35s. weight or meat. To Shanghai: 30s. weight, 20s. meat. To Hong Kong: 27s. 6d. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Penang: 20s. weight, 20s. meat. To Batavia Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Singapore: £23. To Penang: £23. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £19.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 30s. To Shanghai: 31s. To Hong Kong: 28s. To Manila: 25s. To Singapore: 23s. To Colombo: 20s. To Galle: 22s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai: 25s. To Singapore: 16s. To Batavia and Sourabaya: 18s. To Galle: 16s.

#### INSURANCE.

Mails.	First-class steamer.			Sailing.		
	In Tar.	In Tim.	F.P.M.	In Tar.	In Tim.	F.P.M.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Penang	25 0	17 6	15 0	35 0	22 6	21 0
Singapore	25 0	17 6	17 6	40 0	27 6	25 0
Colombia	35 0	27 6	25 0	45 0	33 6	35 0
Hong Kong	35 0	27 6	25 0	45 0	33 6	35 0
Shanghai	40 0	32 6	30 0	50 0	37 6	30 0
Yokohama	40 0	32 6	30 0	50 0	42 6	30 0
	25 0	0			45	0

#### CASUALTY.

SAIGON.—Feb. 15, the Kalaja (Russian barque) and the Carrisbrooke (British steamer) have put in here after collision in this river; former badly, latter slightly, damaged; extent of injuries not yet known.

#### MISCELLANEOUS.

DEAL.—Feb. 12, the Orion, barque, Scott, of and from Sunderland, for Bangkok, which put back to the Downs with the outward-bound fleet, while at anchor off Walmer, on the 11th inst., slightly touched the ground; a survey has been held on board, and the surveyors report that the vessel has not sustained any damage.

LIVERPOOL.—Feb. 9, the Ullock, from Cardiff, for Anjer, which was ashore at Tacumshin, has been towed off, and arrived here.

MALTA.—Passed, Feb. 7, Elgin (str.), from Manila, for Rotterdam.

TABLE BAY.—Jan. 16, arrived 14, Lota, from Batavia; Glenlyon, from Rangoon; both for Falmouth. On the 5th inst., sundry timbers and a lifebuoy marked "Aurora, Amsterdam," were washed up at Zitnikamus. The Aurora is a Dutch ship, 1,312 tons, Captain Visser, and left Batavia Oct. 28, for Holland.

PORT ELIZABETH.—Jan. 12, the Amore, from Singapore, for Marseilles, which put in here in distress Dec. 20, has taken rather longer to repair than was anticipated, but will leave in about seven days.

BATAVIA.—Jan. 4, according to advices from Samarang, the Bello of Southesk, which arrived there from Bangkok after being ashore, had been much delayed in her discharging, by bad weather, but as soon as she could complete the same and take in her ballast she would sail for Singapore. The total amount of damage to the Bury St. Edmunds and the steamer Koning der Nederlanden, caused by collision with one another Dec. 19, will not be £200.

ILO ILO.—Dec. 18, the Monarchy, for New York, put back here for repairs; had part of bulwarks, stanchions, and sails carried away, and decks and waterways badly strained; also had main comings started and stern post stove, and much water had apparently gone below. In the fore and aft hold five tiers sugar damaged; has been surveyed and recommended that after the discharge of the damaged bags the vessel should be hosed and calked from copper to gunwale, including waterways, &c. The Coldstream, for London, is discharging hemp, part of which is damaged; the master is at Manila, endeavouring to raise money for repairs.

#### GENERAL SHIPPING NEWS.

A SHORT ROUTE.—The latest international canal scheme is to con-

struct a ship canal across France, from the English Channel to Lyons, so that vessels between India and England, instead of passing around the Spanish Peninsula by Gibraltar, may go through this canal into the Mediterranean and thence to India, *via* the Suez Canal. The proposition is that the English and French Governments share the expense between them. France, however, could well afford to build it alone, and then impose a tonnage tax on all vessels equally.

LONG VOYAGES.—The British Crown, which arrived at London on the 11th inst., was 231 days on the passage, having left Hong Kong on the 25th June last. The Celestial Queen, which arrived on the same day, has also made a long voyage; she left Manila on the 23rd Aug., and was 172 days from port to port.

MR. MELLISCH brought an action some time since against Lloyd's, for libel contained in a pamphlet report of a trial at Falmouth, and recovered a thousand pounds as damages. The case was taken on appeal to the Common Pleas Division, on the ground that the report of a criminal trial was privileged. The Common Pleas sustained the verdict because the report was incomplete, and the Lords Justices have upheld the decision of the Court below.

STEAM navigation between the Australian colonies and the Netherlands India by the Netherlands Indian Steam Navigation Company has been resumed. The Adelaide Government has guaranteed a subsidy of £3,000 per annum, its object being to open up communication with the Northern Australian settlements. The contract is for five years, the steamer to make five trips per year.

THE Board of Trade have requested their solicitor to take the necessary steps for holding an official inquiry into the circumstances connected with the stranding of the barque Ullock, of Liverpool, from Cardiff, for Anjer, at Tacumshin, County Wexford, on the 7th inst.

THE Pardo (str.), Captain Trotman, which left Saigon for Hong Kong on the 25th November last, is reported missing.

Messrs. Scott and Co., Greenock, have contracted to build two steamers of about 1,000 tons each for a Shanghai firm.

On the 7th inst. the new paddle steam tug Menam, built for the Borneo Company, left Port Glasgow for Bangkok.

#### LAUNCHES.

On the 10th inst. Messrs. A. M'Millan and Son launched from their dockyard at Dumbarton the Yarra Yarra, a beautifully-modelled iron sailing-ship of 1,340 tons B.M. This vessel has been built to the order of Messrs. William Cracie and Co., of Liverpool, and is intended for the Australian and Eastern trades. The christening ceremony was performed by Miss Porteous, of Ravenspark, Irvine. Under the able command of Captain Robert Kerr, long and favourably known in these trades, the Yarra Yarra is expected to prove herself a fast sailer.

On the 13th inst. a splendid iron barque named Lady Kinnaird was launched from the shipbuilding yard of Messrs. Brown and Simpson, Dundee. The ceremony took place in the presence of a large number of spectators, among whom were Lord and Lady Kinnaird. As the vessel left the ways she was named by Mrs. Julius Weinberg, wife of one of the owners, amid the cheers of those present. The Lady Kinnaird, which is a sister ship to the Lord Kinnaird, launched from the same yard about twelve months ago, is 1,900ft. in length, 30ft. in breadth, and 18ft. in depth. She is fitted up with patent windlass, steam winches, and is classed 100 A1 at Lloyd's. The vessel will be commanded by Captain Laws, and will be engaged in the general East India trade.

#### SUNDRIES PER SHIP "CHARTER OAK," FROM NEW YORK, FOR YOKOHAMA, JAN. 31.

22 pkgs. agricultural implemts.	1 bbl. crockery
67 bxs. show cases	276 do. resin
53 cs. chemical apparatus	75 cs. blacking
325 kgs. nails	216 tons coal
31 pkgs. wooden ware	17 pkgs. drugs
26 do. varnish	18 cs. turners
4 bxs. mantels	44 do. hardware
30 bbls. tar	2 do. india-rubber goods
1500 gals. spirits turpentine	20 bbls. pitch
216 pkgs. glassware	34 bls. domestics
5 do. manufactured iron	19 bbls. lamp black
152240 gals. refined petroleum	6 bbls. wick
34 cs. furniture	4 do. packing
4 do. books	497 cs. slates
1 do. sewing machines	100 pkgs. perfumery
3 do. effects	4 do. pumps
3 do. organs	2 cs. pencils

#### THE AUSTRIAN MONTHLY ORIENTAL REVIEW.

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The "Oesterreichische Monatsschrift für den Orien" has the advantage of the co-operation of the most distinguished seafarers, and has awakened the greatest interest and influence in all directions. The circulation is increasing daily, and it is steadily gaining in popularity.

Subscriptions for 1877 should be sent in early, as it may not be possible later to obtain complete files.

T. W. JACKSON,  
COMMISSION AGENT  
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Reserve Fund, £500,000.

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A. H. Phillips, Esq., Carlton-street, 31.

MARATHON—David McLean, 31, Lombard-street, E.C.

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The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

**ORIENTAL BANK CORPORATION.**

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Paid-up Capital, £1,500,000.

Reserved Funds, £500,000

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Reserved fund, £80,000

£4,000,000

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LONDON OFFICE.—144, Leadenhall-street, E.C.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realized. Every other description of Banking Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

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**PARIS.—EDUCATION.**

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**HONG KONG and SHANGHAI BANKING CORPORATION.**—Notice is hereby given, that the TRANSFER BOOKS of this Corporation will be CLOSED from Feb. 19 to 24, both days inclusive. DAVID MCLEAN, Manager.

London, Feb. 15, 1877.

**HONG KONG and SHANGHAI BANKING CORPORATION.**—Notice is hereby given, that a DIVIDEND of £1 per Share will be PAYABLE on and after the 26th inst., for the half year to Dec. 31 last. DAVID MCLEAN, Manager.

London, Feb. 15, 1877.

**CHINA and JAPAN.**—The Directors of the STANDARD LIFE ASSURANCE COMPANY have reduced the rates of premium to be hereafter charged for residence in certain parts of China and Japan, and full particulars may be had at the offices of the Company.

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To prevent the fraud of refilling the bottles or cans, they should *inevitably* be destroyed when empty.

Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

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and SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

	Tons	H.P.		
*Peshawur	3,781	600	Feb. 23	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, & Queensland.
Siam	3,020	600	Mar. 1	Mediterranean, Aden, Bombay.
*Indus	3,470	600	Mar. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Gwalior	2,726	450	Mar. 15	Mediterranean, Aden, Bombay.

\* Taking passengers for Bombay also by branch steamer from Suez.



**OVERLAND ROUTE**  
via ITALY.—The PENINSULAR AND ORIENTAL COMPANY will despatch their Steamers with the Overland portion of the Mail and Passengers in conjunction with the departures from Southampton, above shown, follows:—

From Venice to Alexandria ... Every Friday.  
Brindisi " " Monday.  
For full particulars apply at the Company's Offices, 125, Leadenhall-street, E.C., and 26, Cockspur-street, S.W.



**OVERLAND ROUTE**  
via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mail to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS.

The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of November.

\* Passengers embarking at Suez, securing their berths in London are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's handbook.

For Passage, Rates of Freight, and Particulars see the Company's handbook, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.



**TRIESTE ROUTE FOR**  
INDIA, ALEXANDRIA, CONSTANTINOPLE, SMYRNA, PORTS in the LEVANT, &c.—The AUSTRIAN LLOYD'S STEAMERS leave Trieste weekly.

For dates of sailing and all particulars apply at the offices, 125, Leadenhall-street, or at No. 14, Waterloo-place, London, S.W., and 4, Oriental-buildings, Southampton.

HICKIE, BORMAN, and Co., Agents.



**BATAVIA-NEDERLAND STEAMSHIP COMPANY** (the only line of steamers under special mail contract with the Netherlands Government).

The following well-known Clyde-built mail steamers will be despatched on the undermentioned dates from SOUTHAMPTON, to PADANG, BATAVIA, SAMARANG, and SURABAYA, calling at Naples, taking cargo also for all transhipment ports:—

• PRINS HENDRIK, 3,000 tons, Feb. 27.  
MADURA, 2,500 tons, March 20.

PRINSSEN AMERIKA, 3,500 tons, April 10.

Yarso.—First Class, £60; Second Class, £34.

For Freight and Passage apply to J. RANKIN and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 78, Piccadilly, Manchester; and at Southampton.



**BATAVIA from LONDON-NEDERLAND STEAMSHIP COMPANY** (only line under special mail contract with the Netherlands Government). The well-known Clyde-built mail steamer KONING DER NEDERLANDEN, 3,000 tons, 500-horse power (nominal), will leave LONDON for PADANG, BATAVIA, SAMARANG, and SURABAYA (via Naples), on Monday, March 19, taking cargo for all transhipment ports. Passage fare, £60 and £34.

Apply to JAMES RANKIN and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.



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Singapore	Berwickshire	Al 11 yr.	W.L.D.	With des.
Hong Kong	Antwerp	3-3ds L.L.1.	S.W.I.	With des.
Shanghai	City of Aberdeen	... Al 15 yr.	W.L.D.	With des.
Tokohama	Caroline	93 A1	S.W.I.	With des.
& Hiogo	Sir William Wallace	Al 11 yr.	S.W.I.	With des.

Apply at 5, Newman's-court, Cornhill, London, E.C.



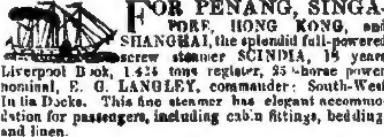
**SHORT SEA ROUTE to AUSTRALIA**, for first-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAMSHIP COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

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**SHAW, WILLIAMS, and CO.**  
will despatch the following high class vessels as under:—

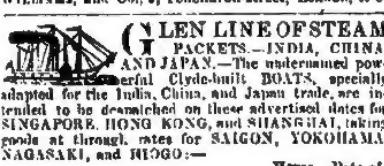
Ports.	Vessel.	Class.	Tons.	Dock.	Sailing.
Pen., Sing., H. Kong, & Shanghai...	Scindia, ... s.s. vi. 3.	18 yrs.	1424	S.W.I.	March 1
	Canal...	Book			
Ditto ...	Mikado, ... s.s. vias. 1.	100 A1	1903	S.W.I.	April 10
	Canal...				
Hong Kong	Scindia, ... Melprek, ...	84 A1	894	S.W.I.	With des.
Hong Kong	A ship, ...	Al 15 yr.	870	S.W.I.	To follow
Hong Kong	Urler, ...	100 A1	1008	S.W.I.	To follow
Shanghai	Sir Lancelot, ... Cor, ...	Al 16 yr.	847	S.W.I.	With des.
		Al 14 yr.	581	S.W.I.	To follow
	For Freight apply to SHAW, WILLIAMS, and CO., 9, Fenchurch-street, E.C.				

Steam via the Suez Canal.—Last Shipping Day, 1st March



**FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI**, the splendid full-powered screw steamer SCINDIA, 18 years Liverpool Book, 1,433 tons register, 25-horse power nominal, E. G. LANGLAY, commander: South-West in its Docks. This fine steamer has elegant accommodation for passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to the owners, Messrs. JIMIAN and Co., 118, Cannon-street; or to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, London, E.C.



**LEN LINE OF STEAM PACKETS**—INDIA, CHINA, AND JAPAN.—The untrammelled power of the well-known Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, NAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Power.	Date of Sailing.
Glenarm	... 100 A1	2,120	330	Feb. 24
Glenangles	... 100 A1	2,900	510	Mar. 7
Glenfinlas	... 100 A1	2,120	330	To follow
Glenorchy	... 100 A1	2,788	400	To follow
Glenorie	... 100 A1	1,670	200	To follow
Glenfalloch	... 100 A1	2,120	275	To follow
Glenroy	... 100 A1	2,121	230	To follow
State of Louisiana	... 100 A1	1,869	210	To follow
Glenarney	... 100 A1	2,105	330	To follow
Glenlyon	... 100 A1	2,119	275	To follow

For terms of Freight and Passage apply to McGREGOR, GOW, and Co., No. 1, East India-avenue, London, E.C.

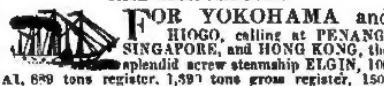


**GELLATLY, HANKEY, SEWELL, and CO.'S** regular line of steamers, via SUEZ CANAL, to PEANG, SINGAPORE, JAVA, SAIGON, CHINA, and JAPAN:—

Ports.	Ship.	Class.	Tons.	Dock.	Sailing.
Pen., Sing., Hong Kong, Yokohama, and Hiogo...	Elgin	100 A1	1390	V.I.D	Feb. 26

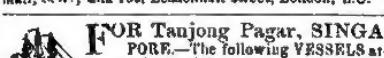
For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenchurch-street, Liverpool; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal.



**FOR YOKOHAMA and HIOGO**, calling at PEANG, SINGAPORE, and HONG KONG, the splendid screw steamship ELGIN, 100 A.L. 689 tons register, 1,397 tons gross register, 150-horse power nominal, 750-horse power effective, ALEXANDER MILLAR, Commander; loading in the Victoria Docks. This fine full-powered steamer, owned by Messrs. John Warrack and Co., is well known in the China trade.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenchurch-street, Liverpool; Bridgewater-buildings, Albert-square, Manchester; 51, Pall-mall, S.W.; and 109, Leadenhall-street, London, E.C.

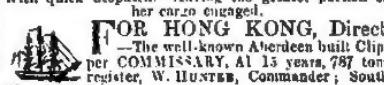


**FOR Tanjong Pagar, SINGAPORE**.—The following VESSELS are now on the berth in LONDON.

Tons.	Brokers.	To sail.
2,470	Thos Skinner & Co.	Feb. 20
1,126	McGregor, Gow, & Co.	Feb. 21
2,120	& Co.	Feb. 21
1,942	Do. do.	Feb. 23
634	Wright Bros. & Co.	
	LIVERPOOL	
1,004	Alfred Holt	Feb. 28

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACPAGAN, TINDALE, and Co., 34, Leadenhall-street, E.C.

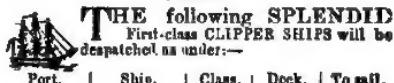
With quick despatch.—Having the greater portion of her cargo engaged.



**FOR HONG KONG, Direct**—The well-known Aberdeen built Clipper, COMMISARY, Al 15 years, 787 tons register, W. HUNTER, Commander; South West India Docks.

For Freight or Passage apply to NORMAN and JONES, 126, Bishopsgate street Within, E.C. (corner of Cornhill).

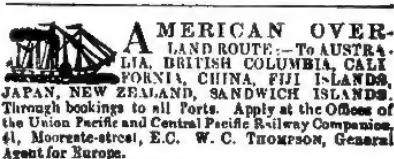
CHINA.



**THE following SPLENDID First-class CLIPPER SHIPS** will be despatched as under:—

Port.	Ship.	Class.	Deck.	To sail.
Hong Kong	Osaka	Al 17 yr.	E.I.D.	With des.
Hong Kong	Kinnow	Al 16 yr.	E.I.D.	To follow
Hong Kong	Minka	Al 16 yr.	E.I.D.	To follow

Apply to KILICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



**AMERICAN OVERLAND ROUTE**—TO AUSTRALIA, BRITISH COLUMBIA, CALIFORNIA, CHINA, FIJI ISLANDS, JAPAN, NEW ZEALAND, SANDWICH ISLANDS. Through bookings to all Ports. Apply at the Offices of the Union Pacific and Central Pacific Railway Companies, 41, Moore-street, E.C. W. C. THOMPSON, General Agent for Europe.

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VERITABLE AMBROSIAL CREAM for shaving.

FASHIONABLE PARFUMS for the handkerchief.

SAPOTE, to let soap.

EAU DE COLOGNE (preparation spéciale).

POUDRE DE CYPRIS for the complexion, 15 francs.

ni bismuth, ni produit chimique.

CREME DE FRAISES (new Cold Cream).

S. BING,

DEPOT FOR WORKS OF ART, &c.,

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

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70, GRACECHURCH STREET, E.C.

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